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The Hongkong Telegraph

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WEATHER FORECAST.
SHOWERY.
Barometer 29.50

June 22, 1917. Temperature 6 a.m. 81 2 p.m. 87
Humidity 88 75

June 22, 1917. Temperature 6 a.m. 80 2 p.m. 84
Humidity 89 80

7688 日四初月五

FRIDAY, JUNE 22, 1917.

伍拜禮 號二廿月六天曆舊

SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE COMING VICTORY.

Striking Speech by Mr. Barnes.

London, June 21.

Mr. G. N. Barnes, replying to the toast "Victory of the Allies," at a dinner in the Connaught Rooms, London, delivered a speech, which was his first since he was a member of the War Cabinet. He said we were now at a time of abnormal importance in the progress of the war. He declared that, heavy as the horrors, the privations, and the sorrows experienced by the fighters and civilians of the Allied countries were the Central Powers were feeling the conditions more than any others. Their losses were heavier, their plight more acute, and, owing to the necessity of having to rely upon their dwindling resources, their plight was the underlying and bottom cause of their recent attempts to arrange conferences at Stockholm and elsewhere, flooding Russia with German agents, and the German Government's frantic effort to sow discord among the opposing Governments and peoples.

Mr. Barnes proceeded to point out that, although the German Socialists and publicists said much regarding their war aims and possible peace negotiations, the German Government itself had not committed itself to anything done at the peace conference. In any peace negotiations, the agents might succeed in committing the opposing Allied countries. This was the real danger in the present situation. The German Government were playing upon and endeavouring to exploit the world's war weariness. The utmost present obtainable from the German Government would be "to return to the status quo ante." This was impossible, as President Wilson pointed out last week in addressing the Provisional Government. This iniquitous war had issued forth from the status quo ante, and the status must be altered so as to prevent a recurrence of such a hideous thing. That was the point he desired to emphasise and implant in the minds of his fellow-countrymen, especially his fellow-workmen. For many years prior to the outbreak of the war, democratic peoples had strained every nerve to lighten the load of armaments, but, on the contrary, the Central Powers were bent not only on dominating their own peoples but those beyond their borders. We stood for the principle of each nation living its own life in its own way; the Central Powers stood for letting each nation live as they ordered.

After dwelling on the hampering influences in the direction of internal social reform and Empire development, owing to the burden of armaments, Mr. Barnes said that we had simply desired to maintain freedom, to be free from the swashbuckler and the cost of maintaining him. Every country must attain that, especially Germany. We were not out to fight the German people, but were out for the liberation of all peoples. Mr. Barnes, continuing, paid a tribute to our Allies, both small and large, and said he hoped and believed that the Russians would yet rally to the support of their own Government. He referred at length and with eloquence to France, saying she was "a valiant champion of liberty at all times, who had suffered, bled and struggled for freedom as no other people had." The fight in which they were now engaged could not be lost. It would not be lost. If it were, he would cease to believe in any moral force in the world making for righteousness. This was what therefore he fought out. There was no half way house, no compromise between democracy and autocracy. If we did not win now, it merely meant an armed truce in preparation for winning later. He would sooner face it now than leave it to be faced by our sons. There must be victory for the Allies now if the world was to be worth living in for those coming after us.

THE COTTON MARKET SENSATION.

Board of Trade Request Respected.

London, June 20.

The Liverpool futures market, both for American and Egyptian cotton, is being closed temporarily, in accordance with the wishes of Sir Albert H. Stanley, President of the Board of Trade, with whom the Directors are consulting to-morrow.

Speculative Dealing the Cause.

London, June 20.

The convulsion of the Lancashire cotton trade, which resulted in the prohibition of transactions in futures at Liverpool, is owing to the extraordinary rise of prices, due to speculative dealing.

It is attributed by the Times to lack of shipping, accentuated by submarineism. The Times adds that the most obvious remedy is the limitation of output, but manufacturers are unable to agree thereon. Therefore, there is a growing demand for Government intervention, including the possible rationing of supplies.

Control of Imports Advocated.

London, June 20.

Cotton prices have paralysed business on the Manchester Exchange. The news of the futures market being closed was heartily welcomed, the members agreeing that it would check speculation.

The proposal that the Government should control the whole of the cotton imports is being considered, and it is pointed out that the Government is by far the biggest purchaser of the cotton goods.

ITALIAN SHIPPING RETURNS.

London, June 21.

According to Reuter's correspondent at Rome, a semi-official statement says the arrivals during the week ended the 17th inst. totalled 606 and the departures 531, not including fishing boats and coasters. Two steamers and two sailing vessels were sunk, while two steamers escaped attack.

RUSSIA'S HONOUR.

London, June 21.

General Brusiloff, replying to General Sir William Robertson's congratulations, says that, in honour bound, free Russia's armies will not fail in their duty.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

TURKISH CRUELTY.

British Prisoners Starved and Ill-Treated.

London, June 20.

Reuter's correspondent at Cairo says that evidence is steadily accumulating of the bad treatment of British war prisoners in Turkey. It is learned from the most reliable sources that a large number of British and Indian prisoners in Mesopotamia have succumbed to ill-treatment or neglect.

A man, who was for some time near the war prisoners' camp at Taurus, states that more than half of the unfortunate men captured at Kut are now dead.

It is noteworthy that the Swiss Red Cross Commission, whose report on the camps which it was allowed to inspect was sufficiently damning, was not allowed to approach this camp and others of the same type. Thirty-seven British prisoners were sent to a hospital under European management. The doctor in charge was of the opinion that, with proper care, thirty-five could be saved, but he and his assistants were driven away from their own hospital and in the first fifteen days twenty-two died from sheer neglect.

Fifty prisoners, captured at Katia on April 16, put into a hospital at Aleppo, could hardly stand for weakness. All were suffering from dysentery, due to starvation.

A German subaltern, who spent the winter at Marmara, saw four hundred Indian prisoners dead from starvation. Another witness saw one hundred and fifty British prisoners at Katma, in North Syria, in a deplorable condition, the only ration consisting of soup.

THE FIGHTING IN THE WEST.

Very Violent German Attack.

London, June 21.

A French communique says:—After the bombardment mentioned this afternoon, the Germans most violently attacked our positions on a kilometre front. Large forces succeeded in gaining a footing in a part of a first line trench east of Vaux Aillon.

Another attempt, south of Filaon, on the salient of our line east of Rixars farm, was without result. The artillery duel is lively between Hartebise, Chevreaux and the Verdun front in the sectors of Vachereauville and Chambrettes.

German Troops from Russian Front.

London, June 21.

A French communique states:—The German attack yesterday east of Vaux Aillon was most violent. It was preceded by a fierce bombardment and carried out by special assaulting troops belonging to a Division recently arrived from Russia. Our troops obstinately resisted, and all the enemy's efforts to develop the few advantages acquired in the first shock were smashed by our fire and counter-attacks.

The Germans finally only penetrated the first line in two places—namely, to the south of Mont Deninges, on a front of 400 metres; and to the north of Oisly Farm, on a front of 200 metres.

An energetic counter-offensive this morning enabled us to recapture the former positions, where we discovered numerous bodies, testifying to the enemy's high loss between June 8 and June 20.

We destroyed fourteen enemy aeroplanes, while seven others, seriously damaged, fell into their own lines.

Our air squadrons dropped twelve tons of bombs on enemy railway stations, factories, blast furnaces, bivouacs and ammunition dumps, causing important damage.

RAILWAY STRIKE IN RUSSIA.

London, June 21.

Reuter's correspondent at Petrograd says that the railwaymen of the Petrograd-Moscow Railway have struck without awaiting the award of the Commission who were considering their economic grievances.

The Government has appealed to the people to remain calm in view of the possible extension of the strike.

THE PIRATES.

Ship's Boats Fired At.

London, June 21.

Reuter's correspondent at Paris states that French patrol boats have picked up ninety men from two submarine British steamers.

The submarine fired at the boats of one steamer, killing eight of the crew.

THE ITALIAN THRUST.

A Huge Fleet of Aeroplanes.

London, June 21.

A feature of the Italian success on the Asiago Plateau was the employment of 145 aeroplanes, which threw five and a half tons of air torpedoes on the enemy's communications.

A CROSS-CHANNEL RAILWAY FERRY.

London, June 21.

In the House of Commons, Mr. Bonar Law stated that he was considering the question of a Cross-Channel railway ferry.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

GREECE'S DETHRONED MONARCH.

Publicly Hooted at Lugano.

London, June 21.

Reuter's correspondent at Zurich says that ex-King Constantine was hooted on the evening of his arrival at Lugano. He was walking on the lake front when the mob was so threatening that the ex-King fled to his hotel, being forced to take refuge in a cafe en route.

Later, an automobile, escorted by the Police, conveyed him to his Hotel.

A New Committee.

London, June 21.

A telegram states that the Athens Government has decided to form a Committee of four, including two Venizelists, to recommend methods of reorganising and reconstituting a unified Greece.

King Alexander has decided to reside at his uncle's country villa. This is regarded as proof that the present situation is only temporary, pending the vote of the National Assembly.

A Unification Movement.

London, June 21.

Reuter's correspondent at Athens says that the Cabinet has decided to appoint a Joint Commission of members of the Athens and Salonica Governments to negotiate with a view to the unification of Royalist and Venizelist Greece.

WAR'S LESSON.

Labour's Changed Position.

London, May 26.—Sir Edward Carson (First Lord of the Admiralty), was the guest of the British Empire Producers' Organisation at luncheon.

Lord Balfour presided and read the following telegram from Mr. Hughes, Prime Minister of Australia:—"The resolutions of the Imperial War Conference will draw more closely together the bonds of Empire. The victory of the National Government in Australia has shown Australia's attitude towards the Empire. I wish the Producers' Organisation success."

Lord Balfour said that only those who before the war pointed out the danger of starvation had a right to criticise the Admiralty now. He declared that the submarine menace was not yet in hand. Nothing but over-water craft in large numbers could beat the submarine in the blue water.

Sir Edward Carson, responding to the toast of his health, said that it was difficult to find time beforehand to compose a speech, because he was giving six hours daily to the Irish question, besides doing his duty at the Admiralty. This left one somewhat pressed and depressed. After mentioning that the Producers' Organisation represented 2700,000,000 of capital spread over the Empire, he said that some years ago his son, now commanding a submarine, desired to join a navy class at school. He tried to persuade him that it was better to make money as a lawyer. (Laughter.) But his son replied: "You don't seem to realise the importance of the fact that the navy is the great connecting link between the Mother-country and her colonies." "I told him," proceeded Sir Edward, "that if he put things on such a high plane I had nothing more to say. Only yesterday, as First Sea Lord, I had to read an account of an attempt by our own destroyers to sink his submarine." (Laughter.)

Proceeding, Sir Edward depreciated attacks upon the navy. "Attack me, if you like," he said, "but for Heaven's sake don't attack the man at the wheel, who is doing his best night and day in dangerous and difficult operations, of which you hear nothing." (Cheers.) There was one result of the war that nothing could deprive us of, namely, the utilisation and organisation of the vast resources of the Empire in the most advantageous manner to every part of the Empire. The war had demonstrated three or four fundamental facts—firstly, what our resources were; secondly, that by a little trouble and organisation they might be of use

to make the Empire self-supporting; thirdly, that blood was thicker than water; and fourthly, that we had been living in a fool's paradise in allowing these resources to be used for strengthening our enemies and forging weapons enabling them to fight us. (Hear, hear.)

The war was being fought in vain if that state of affairs did not end. Without new methods the victories of our armies and fleet would be in vain. God help us if we got back to the old party ideals. When he looked back at Imperial preference it seemed to him it was preference for the German Empire also; the most favoured nation clause, which sounded so well, really meant a combination of our enemies to our disadvantage. Such catch-words must be got rid of. No war of this magnitude could be waged for three years without bringing vast revolutions.

The First Lord went on to say that the Russian revolution was because the war brought home to the people that real power must be in the people, who had to fight. What might replace the old regime was still on the lap of the gods. However in some respects we might regret it, he believed that it was a necessary revolution. Let them not imagine that there was no revolution going on in this country and the Empire. Their Majesties were never more safely and securely fixed on the throne, than at present. (Cheers.) Look at the almost automatic innovation of the Imperial War Cabinet. He found that the connecting link binding the Dominions to the Mother Country. We had exactly the same ideals of liberty and progress.

People talked wildly of Imperial Federation, not knowing what it meant. There could be no Imperial Federation if it were meant that an Act of Parliament was going to bind together the various units that made up the Empire. He did not mind how loose was the system binding the Empire as long as it was the best working system. They must not try to tighten it artificially, but let it work in its own way. The meeting of the Council of Empire is a Cabinet from year to year to discuss Empire executive matters was the nearest approach at the moment we could get to the ideals which we are aiming at.

There was a revolution in the Empire, and at home there was a revolution, proceeded Sir Edward Carson. What had brought that about? The war, conscription. Millions of men were going over the parapet daily to face the German guns. They were men who were preserving their property for those at home, (Cheers.) They could not ask them to do all that without giving them a voice in the government of the country. Thank God, we had not required bloodshed and an-

BISHOP BRENT'S WAR WARNING.

Heroism and Courage Must be Exerted to Win.

One of the passengers who arrived at New York, on May 3, from England on an American steamship, was the Right Rev. Charles H. Brent, Protestant Episcopal Bishop of the Philippines, who preached the sermon in St. Paul's Cathedral when the entrance of the United States into the war was celebrated at a public service.

Bishop Brent said that the people of the United States must not minimise the gravity of the situation which confronted Great Britain and her Allies by reason of the submarine campaign.

"America," he said, "is to be the deciding factor in the war. That is why her entry was so enthusiastically welcomed by the other Allies. Every ounce of her heroism and courage must be exerted to win. If we do not put forth our mightiest efforts I hate to think of the outcome."

The Bishop emphasised the importance of sending large quantities of food to the Allies. He will soon return to his post in the Philippines.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Wednesday, June 27.

Gymkhana Bores Close.

Saturday, July 7.

Third Gymkhana Meeting.
Happy Valley; 3.20 p.m.

Why to do these things. Labour would never again be satisfied, nor ought it to be satisfied, to be in the same condition as before the war.

Labour, in the numbers it had sent out, was laying the foundations of our future progress, and maintaining our present liberties, and must have; he would not call it reward, but its fair share in the body politic. They had to prove to Labour that if its true interest were to expand and progress, that could only be done on a sound and solvent basis by the organisation of the unexploited resources of the Empire.

"Let us not talk to them too much about Imperialism," continued Sir Edward Carson. "To some, it rather idealises domination; to others, it means aggression; to others, it means exploitation of the people for the benefit of a few, or of capitalists. You must get that out of their minds. You must rather teach them Empire union, in which each unit is a help and strength to the other units. You must teach them that the patriotism inherent in them is best for their material progress. Just as by building up a business, they got a freer flow for their energies and greater resources for higher wages, so by expansion of the Empire and by exploiting untapped fields of Empire, you will bring home to them that we have great material which can place them on a sure and better foundation of good terms and happiness at home than has ever fallen to the lot of the proletariat of any other nation." (Cheers.)

GENERAL NEWS.

No New Newspapers.
The Board of Trade, by an Order issued on April 21, forbids the publication after that date of any new newspaper without a licence from that Department.

Woman Tram Conductor's Death.
In connection with the death on February 10 of Elizabeth Mitchell, L.C.C. tram conductor, who (it is alleged) was pushed off her car in Old Kent-road by a passenger who disappeared after giving a false name and address, Alfred Edward Boyman, fifty-eight, engineer, Church-passage, Greenwich, was remanded at Lambeth charged with manslaughter.

American Aviator at Osaka.
Mr. Art Smith, the well-known American aviator, made flights at Ikeda, Shinden, Osaka, recently. In the ascent made at 11.15 a.m. he remained in the air for a quarter of an hour. When he descended, Mr. Ikegami, Mayor of Osaka, presented the aviator with a gold medal, which would have been presented last year but for unavoidable circumstances. He made a similar flight in the afternoon. The flights were witnessed by thousands of spectators.

A Sunday Labour Reform.
Sunday labour is as far as possible, being abolished in a large majority of the establishments controlled by the Ministry of Munitions. The abolition of continuous Sunday labour in the national factories and in the controlled establishments in the Tyne and Tees areas has in most cases been highly beneficial, and it is believed that an extension of the experiment made during the past four months will have equally good effects on the health of the workers and the output of munitions.

Tribute to Holyoake.
At the celebration of the birth of George Jacob Holyoake, held recently at Birmingham, a telegram was read from Earl Grey, in which he described Holyoake as "the architect of a great voluntary co-operative commonwealth." "Holyoake," the message continued, "has rendered greater service to our country than all the legislators at Westminster, among whom, notwithstanding three attempts, he was not considered worthy to find a place, owing to our present barbarous electoral laws, which do not admit of the true representation of the people and which shut the doors of the House of Commons against so many of our best citizens. No greater blessing could befall our country than that it should be animated by the vision and character of Holyoake, and resolutely strive for the attainment, in their entirety, of his inspiring co-operative ideals."

British Shipping Office at Moji.
The British Consular Shipping Office at Moji, which has been for the last two and a half years situated on the premises of the Moji Municipal Office, was removed on May 31 to Kin-Moji, where accommodation for the same has been provided by Messrs. Brown and Co. on their premises. The Consular Shipping Office, which will be distinctly separate and apart from the offices of Messrs. Brown and Co., says the *Nagasaki Press*, will be conducted as heretofore, Mr. J. A. Marston, Shipping Clerk to the British Consulate at Shimoda, being in charge. The entrance to the new office will be on the main street, a board with the words "British Consular Shipping Office" prominently displayed denoting the same, whilst the British Consular flag will be flown over the building at all times when the British Consul or his representative is present.

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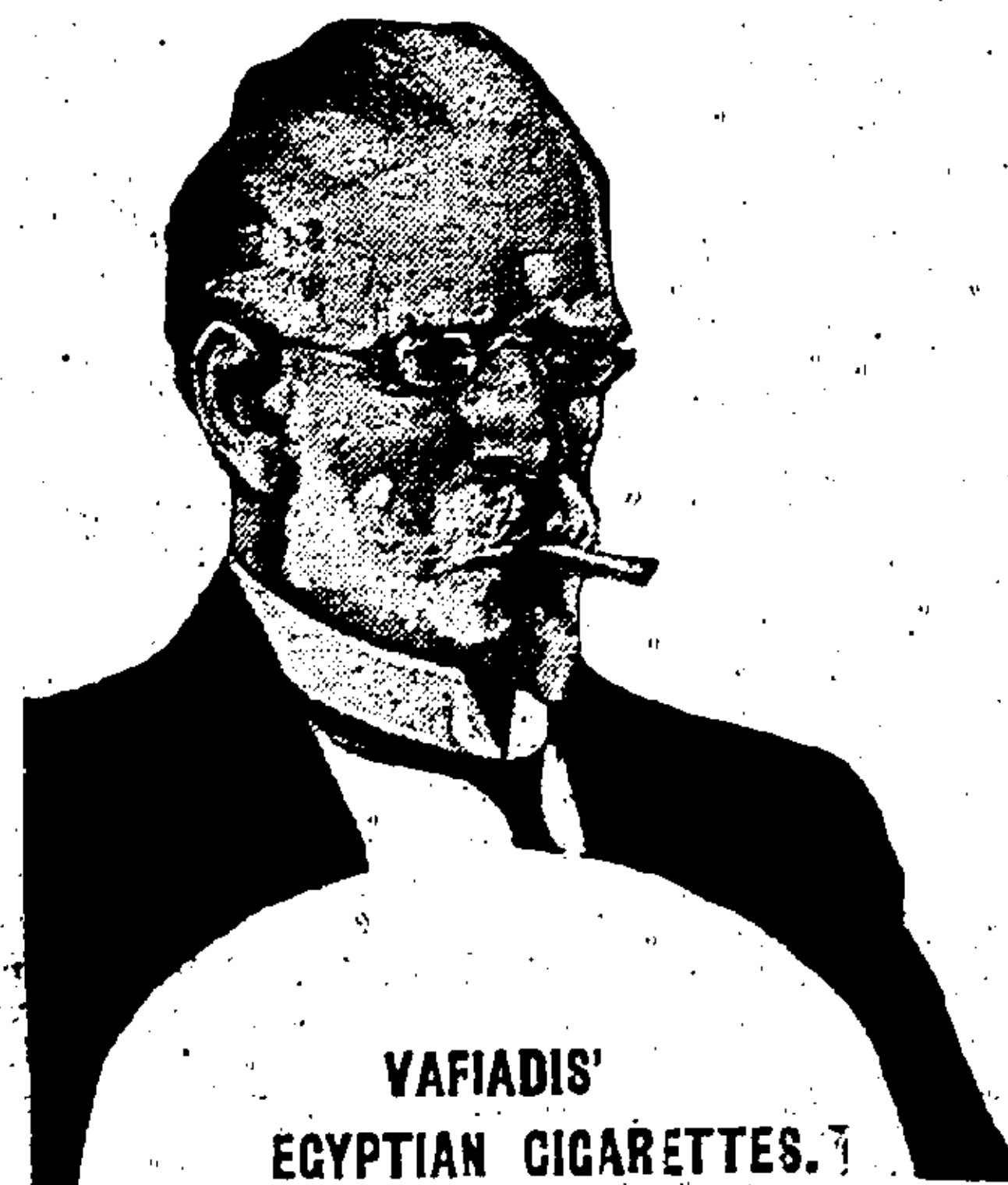
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By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 22, 1917.

A HISTORIC DESPATCH.

There are two main features in the despatch from Sir Douglas Haig, covering the British operations in France from November last to the commencement of the present offensive, which must have impressed themselves upon everyone who carefully read the message. The first is the systematic manner in which the operations were conceived and the clock-like methods by which they were executed; and the second, the spirit of quiet confidence and determination which evidently animates the British Commander-in-Chief and the Army generally regarding the work which still lies ahead. One other value which the despatch possesses is that it reveals the true importance and significance of the numerous attacks and raids carried out during the dreary winter months. Taking our minds back a few months, we can recall how irritatingly slow our advance seemed to be, and how meaningless appeared the frequent reports that our troops had successfully raided such-and-such a place. The curtain, however, has now been lifted a little by Sir Douglas Haig, and we are able to see how all these apparently isolated activities were carefully planned to lead up to the great advance which has since caused the enemy to relinquish his hold on very many miles of French territory.

As to the specific results obtained—and obtained largely because of the wonderful co-operation between the various branches of the Service—these are sufficiently outlined in the despatch. Rather would we look a little closely into the extreme difficulties encountered by our troops and the really magnificent achievements which they were able to record in spirit of conditions of the utmost hardship. On that point, the British Field Marshal has much to say. He speaks in one place of the thaw breaking up the roads, the sides of trenches falling in, and of the acquired ground becoming worse than a quagmire. Elsewhere he refers to the systematic destruction of roads, bridges and railways by the enemy in his retirement, and of the extreme difficulties of pushing forward over the wide belt of ground which had been devastated as a result of the fighting in the great Somme battle. In contradistinction to all this, we are told that the further the enemy withdrew, the better were the roads which became available to him, while all the while we were moving away from the prepared defences which had for so long sheltered our troops. Moreover, at the time when we might have been able to follow up certain successful thrusts, our men were hampered by a succession of misty days which prevented a rapid pursuit of the enemy. Yet, in spite of all these hindrances, our gallant forces consistently and determinedly pushed on, constructed new roads, bridges and railways with astounding expedition, took town after town and village after village, and, to use the Field Marshal's own words, succeeded in "realising no inconsiderable instalment of the fruits of the Somme battle and going far to open the road to their full achievement."

What has been accomplished we all know, and we whose lot it is to watch the war from afar can appreciate the glowing tributes which Sir Douglas Haig has paid to our gallant soldiers—those who have accomplished the almost incredible in the matter of repairing the broken land, no less than those who have fought with that bravery and tenacity which are characteristic of the British Tommy. But what has been done does not, nor will not, complete the story. There are bigger days ahead, and we are encouraged to look to an even brighter future by the remarks of Sir Douglas Haig when he says that "the prospect of a resumption of open fighting can be regarded with great confidence." That illustrates the spirit of our leaders and men in the field, and it is, moreover, reflected in the determination of the whole nation to see this terrible business through to the bitter end.

South Africa and Republicanism.

That republicanism is at present what may appropriately be termed the universal topic may be deduced, we fancy, from the long telegram on the debate that has just taken place in the South African Union Assembly at Cape Town. The Russians, as we all know, have been talking of little else than republicanism ever since they so dramatically overthrew the Romanoff dynasty, and recent telegrams regarding Spanish affairs pointed minutely to aspirations in that direction. Even here the spirit of Democracy running riot has also advocated Republicanism, and even in England the subject was more or less seriously brought forward recently by Mr. H. G. Wells, in a letter to the Times. In the debate in the South African Union Assembly, the subject, it will be seen, was not being treated academically, and that, superficially viewed, may convey the impression that the republican propaganda mentioned should be looked upon as of serious import. Carefully considered, however, it will be noted that the speeches, despite the use of certain phraseology—(such as "the House viewing with alarm, etc.")—need not be taken as indicative of a spirit of serious unrest prevailing in South Africa. In these days, political ferment is certain to be more evident than in ordinary times, and it is therefore little wonder if, during the world-wide struggle that still continues between forces actuated by the mediæval spirit of Autocracy on the one hand, and the strong, reliant and invincible modern spirit of Democracy on the other, ideas should be expressed openly which in normal times would not be heard of.

South Africa Loyal.

In South Africa, the world—and particularly the British—have had abundant proof of the loyalty that exists there towards the British people and the British Throne, for to all good Britishers the two are inseparable. Therefore the debate in the South African Union Assembly, we repeat, need not be viewed in any alarmist mood. In all countries there is always opposition of some sort between the various political Parties or Groups; and party feeling is as likely as not to be shown in a debate on republicanism as on any other subject. If, however, the so-called "republican propaganda" has attained to anything like large dimensions—which we very much doubt—the proper method of dealing with it may be safely left in the hands of General Botha and those members of the Assembly who share with him the glory of having practically rid the Continent of Africa of the presence of the detested German. They have no doubt as to what constitutes loyalty and disloyalty. Therefore, should any attempt be made by disappointed politicians of the Hertzog type to embroil the country in any sort of serious propaganda likely to imperil the Constitution of South Africa, Britons throughout the Empire, as in South Africa, may rely upon them doing the right thing, at the right time and in the right way.

Special Points.

One point in the debate we shall briefly refer to, as it is eloquent of what British ideas of colonisation really are. The point is that which General Botha is stated to have "laid stress" upon—and it certainly deserves to be held up to the world—namely, that "ever since South Africa had received its Constitution, the British Government had never interfered in South Africa." Another point worthy of note was the observation of Sir Thomas Smuts to the effect that the "English minority in the Convention relied upon the good faith of the Dutch majority." Mr. Hertzog's contention was to the effect that nothing contained in the Constitution or the Treaty of Vereeniging was opposed to his conducting a pro-republican propaganda. Possibly not, but Mr. Hertzog's record being what it is, the South African Government will doubtless see that he is not too closely identified with such propaganda in these days, when there is quite enough agitation in other directions. Besides, surely if it is desirable that republican institutions be established in any part of the Empire, the initiative might well be left to the Imperial Parliament.

DAY BY DAY.

NO ONE THING DOES HUMAN LIFE MORE NEED THAN A KIND CONSIDERATION OF THE FAULTS OF OTHERS.—Henry Ward Beecher.

To-morrow's anniversary.
To-morrow is the birthday of H.R.H. the Prince of Wales, who was born in 1894.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 6.3/10. The closing rate will be found on Page 1.

Excursion to Macao.
On Sunday, the s.s. Tai Shan is to depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

A New Bank.
The Industrial and Commercial Bank, Ltd., is to open a branch at 8, Des Voeux Road Central on Monday, the 25th inst.

To Canton.
The s.s. Heungshan is to leave for Canton to-morrow, (Saturday), at 10 p.m. returning from Canton on Sunday, at 4.30 p.m.

Passenger's Swords.
As a Chinese passenger off a boat from Singapore was being searched yesterday, he was found to have a scabbard, containing two short swords. He was charged before Mr. Dyer Ball, at the Magistracy this morning, but failed to appear, and his bail of \$10 was estreated.

Thieving Youths.
When a youth was charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a quantity of beetroot from a cargo boat, at West Point, it was stated by Inspector O'Sullivan that a lot of stealing went on down there, gangs of four or five youths sometimes raiding boats. In this case a long chase took place. Sentence of one month's hard labour was passed.

A Fittle Defence.
A Chinese woman was charged before Mr. J. R. Wood, at the Police Court this morning, with being in possession of 50 tael of prepared opium. It was stated by Revenue Officer Wildin that the woman had the drug concealed under her coat. Mr. Leo D'Almeida, for the defendant, said it was the old story, a man having given it to the woman to carry. Sentence of six months' hard labour was passed.

For Damaged Nose.
Although the complainant was suffering from a very severely damaged nose, a Chinese who was charged with assault before Mr. J. R. Wood, at the Police Court this morning, said he only pushed the man. It transpired that they were both milkmen employed by the Dairy Farm at Pokfulam, and were seen by an Indian constable to be fighting. Both men were bound over to be of good behaviour, the man with the damaged nose being awarded \$4 as compensation.

The Old Defence.
There were two opium possession cases before Mr. J. R. Wood, at the Police Court this morning. One man being arrested with 94 tael concealed round his waist, and the other found with 17 tael concealed in a like manner. Both men made the old excuse of having been given it to carry for another man, this mythical individual having tied the drug round them. In the first case, a fine of \$750, or four months' hard labour, and in the second \$1,500, or six months' hard labour, was imposed. The opium was confiscated.

Education Prosecution.
At the Police Court this morning, a Chinese school teacher was charged, at the instance of the Education Authority, with having more pupils in his school than was allowed. It was stated by Mr. Cavalier that he had inspected the premises and found that they were large enough for nine pupils, although the defendant had applied to be allowed more. An anonymous letter told him that more than nine pupils were being taught, and he paid a visit to the school, but only seven were present. Later he called again and found ten, the defendant saying that he had had as many as twelve. Mr. Agassiz appeared for defendant and denied the offence, contending that never more than nine had been kept. The case was adjourned until Tuesday morning.

CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph.")

VICTORIA THEATRE INCIDENT.

(To the Editor of the "Hongkong Telegraph.")

Sir,—As one of the audience in the Victoria Theatre last night, who wearily waited in the sweltering atmosphere for the Portuguese School Fund concert to commence, I must ask you to allow me to protest through the columns of your popular paper, because of the very long wait the audience were compelled to endure owing to the alleged obtuseness of certain individuals and the apparently wrong methods of others to set the said individuals right. The concert was advertised to begin at 9.15 o'clock and, naturally, when 9.30 arrived, the audience began to evince impatience that they were still facing the green curtain which separated them from the stage. The impatience of the audience increased as time passed, and was by no means appeased by the appearance of the Manager of the Theatre before the curtain, whose explanation of the delay struck many people present as being quite unsatisfactory. The delay, it appeared, was being caused by the extraordinary conduct of three persons in the audience—a gentleman and two ladies—who persisted in occupying seats which had not been reserved for them. It appears that, despite the combined efforts of Mr. Blake, the manager, several officials and a special constable, the three persons obstinately refused to vacate the seats they occupied. Mr. Blake therefore informed the audience that until the seats were vacated the concert would not be allowed to commence.

My complaint is as much against those in authority at the concert as against the inconsiderate trio who caused all the trouble. Surely, it was within the rights of the Committee to forcibly eject the inconsiderate gentlemen, and certainly there were many soldiers, policemen and others in the audience who could have easily, quietly and most effectually carried out this little affair without any trouble to anyone, even to the persons most concerned. This was surely a case—considering the view Mr. Blake took of the matter, and probably it was the right one—where a little real pressure would have gone a very long way towards remedying a most annoying state of affairs. Had the gentlemen been ejected, the ladies doubtless would have been only too glad to get away from a position in which they were so conspicuous. Many in the audience thought that had the Committee or the Management, and if necessary, both, taken the firm stand to which they were entitled, the audience would not have been put to the annoyance it undoubtedly was put.

Enclosed my card,
Yours, etc.,
J. J. M.
Hongkong, June 22, 1917.

THE DANGEROUS DOG.

Sir,—It is scarcely necessary for one to be a Sherlock Holmes to detect who the guiding spirit was, when the letter, appearing in your issue of yesterday's date concerning the above matter, was penned. The bringing in of the old man in an attempt to bolster up a lost case is, to say the least of it, low—in fact very low.

Yours, etc.,
SOLD.
Hongkong, June 22, 1917.

Stone-Throwing.

The head watchman of the locomotive works at Hongkong was the complainant at the Police Court this morning in a case in which four youths were charged with throwing stones, between the 18th and the 21st inst. He stated that the lads were in the habit of coming in front of his house and using abusive language, and also throwing stones. Mr. Dyer Ball, who heard the case, characterised it as a bad one, and fined two of the defendants \$35, or eight weeks' hard labour, the other two being fined \$25, or six weeks' hard labour.

PORTUGUESE SCHOOL FUND.

Concert at the Victoria Theatre.

In aid of the Portuguese School Fund a largely-attended concert was held in the Victoria Theatre last night. The object of the entertainment being a very laudable one, the event was under the distinguished patronage of H. E. The Governor (Sir Henry May, K.C.M.G.), H. E. Major General F. Ventris, Commodore H. G. G. Sandeman, R.N., Lt. Colonel John Ward, M.P., Commanding the 25th Battalion Middlesex Regiment and Mr. E. V. M. de Sousa, the Portuguese Consul at Hongkong.

The programme, attractive and varied, was much enjoyed, despite the fact that the commencement took place long after the advertised time and also despite the fact that the patience of the audience was severely tried by the inordinate length of Mr. Morley's illusion and card trick performance, which, clever and entertaining in its way, went far to prove that one can easily get "too much of a good thing." Miss Violet Bonnetto, the lively Australian vocalist and dancer, enlivened the proceedings very considerably by her singing of several popular songs, in two of which she danced with much sprightliness. Bandman Crane, the entertainer belonging to the Middlesex Regiment (the Concert Party of which greatly assisted in the success of the entertainment) was a very great success. As "The Tramp at the Piano" his humorous singing and his antics were extremely amusing and caused very hearty laughter.

The programme, in which, however, there were several alterations—(Mr. A. B. Allan being unavoidably absent) was as follows:—

Overture... Sociedade Filarmónica.
Recitation... "A Inglaterra".....
Mr. Bruno Rocha.
Song... "O Samba"..... Salvi.
Mr. E. G. d'Almeida.
Accompanied by Mrs. F. X. V. Ribeiro.

Husonist and Card Manipulator.
Mr. Morley.

Song... "Sentinel"..... Herbert Oliver.
Mr. F. Latimer.

"Cello Solo... "The Broken Melody".....
Van Biene.

Mr. Louis Mac.
Song... "Little Girl".....
Miss Violet Bonnetto.

Overture... Sociedade Filarmónica.
Song... "Moonlight in Mayo".....
Miss Violet Bonnetto.

"The Tramp at the Piano".....
Bandman Crane.

Violin Solo... "Allegro Brillante".....
Mr. J. Mac.

Song... "Life is but a Song".....
H. W. Patrie.

Mr. F. Latimer.
Musical Trio... "Concerto Selected".....
The Bros. Mac and G. Crane.

It should be specially mentioned that the Overture by the Sociedade Filarmónica, conducted by Professor Gonzalez, was particularly well-performed and greatly enjoyed. The recitations of Mr. Bruno Rocha and the songs of Mr. E. G. d'Almeida, the latter brilliantly accompanied by Mrs. F. X. V. Ribeiro at the piano—were also much appreciated.

Messrs. The Anderson Music Co. kindly lent the Collard piano used and Messrs. Komor and Komor kindly supplied the stage decorations, which were appropriate and tasteful. The following comprised the entertainment Committee: President, Mr. Bruno Rocha; Vice-President, Mr. A. C. Rosario; Hon. Secretary, Mr. J. C. D'Almeida; Hon. Treasurer, Mr. F. J. da Luz; Committee—Messrs. V. S. Monteiro, D. C. Baptista, J. S. Rodriguez, and B. D. Baptista.

"Give Me a Chance."

When an Indian constable arrested a hawker at Old Kowloon City, for hawking without a licence, the man offered the constable 58 cents, saying:—"Give me a chance." He was accordingly charged before Mr. J. R. Wood, at the Police Court this morning, and, in addition to a small fine for having no licence, was sentenced to one month's hard labour.

TO-DAY'S MISCELLANY.

The Emperor of Austria has vowed to build a church in Vienna if an early peace is vouchsafed. The imperial promise, which was read in church recently, begins with the words:—"Almighty God, Thou knowest what patience and forbearance we exercised with our enemies until in justified self-defence and for the sake of our own existence, we had recourse to the sword. It will be very unfortunate if the Recording Angel happens to have kept a copy of the ultimatum to Serbia."

The two great houses which are united in the persons of Lord Dartington and Lady Mary Cecil rose to the peerage very nearly at the same time. Indeed, when the doors of the House of Lords opened on May 4, 1895, to admit the first Earl of Salisbury, they also admitted the first Baron Cavendish, who became Earl of Devonshire twelve years later. The first Lord Salisbury, for his part, had been Baron Cecil since 1893. So far as these branches are concerned, the Cecils have thus been two years longer in the Upper House than the Cavendishes, though they have contributed to it only ten members to the others' twelve. This is not the first occasion on which a Cavendish has married a Cecil. In March, 1838, William, third Earl of Devonshire (they were all Williams till the eighth Duke) married Lady Elizabeth Cecil, the second daughter of the Earl of Salisbury, as Lady Mary is to-day the second daughter of the present Marquis.

If the ecclesiastical objection to Daylight Saving was to be exhibited anywhere we would naturally expect to find it at Whitechapel Canonorum, which has got itself mentioned in Parliament in the matter of the contumacy of its village clock. Surely no other county is so full of Latin place-names as Dorset! One recalls Toller Fratrum and Toller Porcorum, Lyme Regis and Melcombe Regis, Hinton Parva and Minterne Magna, Cerne Abbas and Milton Abbas, and any number of other Magnas and Parvas and Abbases.

We shall be diligent soon in the saying of pleasant things about Brazil, which is likely to become our Ally, but we must not attribute to it the honour, such as it might be, of giving its name to Brazilwood. The case is reversed, for the discoverer of the land, finding this timber growing there in abundance, gave the name of the wood to the country. The dye got from Brazil-wood was in extensive use here for many centuries, and one of its first appearances in literature is in the Canterbury Tale where the host, delighted with the nun's priest's tale, gives this commendation:—
Him needeth nat his colour for to dyen
With braille, ne with grain of Portingale.

The entry of Brazil and the Argentine into the war would have the effect of involving practically a whole continent in the struggle in the course of a few days. Though Europe was the home of the war, a greater proportion of it is neutral than is the fact in any other continent. Taking China as a belligerent, less than one-sixteenth of Asia is at peace, Australasia is unanimous for war, while in Africa Abyssinia and Spanish Morocco are the only territories not involved. North America, too, is now wholly on the side of the Allies, while in the course of a few days there will probably be few neutral States in the south of the continent. More than one-seventh of Europe is still "looking on."

Their clumsy way of holding the lance makes this weapon—at any rate, less effective in the hands of Uhlans than in those of our Lancers. We are the only nation which has allowed the weapon to give its name to the troops which use it, and it is just 101 years ago since, having taken a lesson from Napoleon and armed some of our cavalry with the lance, we gave the name of "lancers" to regiments thus equipped.

SHIPPING.

Its Present Importance and Future Prospects.

Under the title of "The British Shipping Industry," Mr. Edgar Crammond deals very exhaustively with a subject which is of paramount interest to the whole country at the present time, and he has presented in a very concrete form many useful facts concerning our premier industry, which it would be exceedingly useful to make more generally known. There are many features connected with shipping about which the public might well seek accurate information, as is clearly evident from many references to the industry, its working, and its management which have appeared in the newspapers since the tonnage problem became so acute as to call for general public attention. The small booklet, of which Mr. Crammond is the author, and which Constable and Co., Ltd., London, have published at 1s net, should find a ready market amongst those who are seriously desirous of getting some reliable data in respect of this branch of the country's commerce, and they will find the information conveyed in a manner that will give them a clear idea of the development, extent and importance of British shipping. The book consists of three chapters only, one devoted to "British Shipping Before the War," "British Shipping During the War," and "The Future of British Shipping." To those who have in their mind's eye some of the enormous profits made in shipping during the war the second chapter will be something of a revelation, and particularly that part which touches upon "excess profits," and the author's deductions are worth giving in brief. He says:—"Any further increase of the excess profit duty as applied to shipping can hardly fail to react most prejudicially upon that industry at a most critical phase of its history. The great need of the moment is to increase the output of new ships. In peace years our yards can put nearly 2,000,000 tons gross into the water, but during the war for obvious reasons nothing like this rate has been maintained. In 1914 our output was 1,728,000 tons gross, including 330,000 built for foreigners; in 1915, 773,000 tons gross, and for 1916 it is estimated to amount to 620,000 tons gross. It may be confidently anticipated that the steps taken by the Shipping Controller will result in a speedy increase in the output of new ships. At the same time it must be remembered that the cargo steamers which before the war could be built for £8 or £9 per ton now cost about £25 per ton, and if our shipowners are to make good the huge gaps in their tonnage caused by the war, they must be allowed to retain a sufficient proportion of their profits to purchase new ships." The author is also of opinion that the Blue Book rates require revision, and here he is but echoing the opinion of all who are acquainted with the facts of the case, even the Government officials themselves. He adds:—"One of the greatest lessons that the war has taught the maritime and other Powers of the world is the supreme importance of the possession of a powerful and well-equipped national mercantile marine, and it may be taken for granted the principal maritime Powers will strain every nerve to strengthen their merchant marine, so that British shipping will have an extremely difficult uphill fight to win back its former ascendancy in the shipping of the world. Dealing with the future of the British shipping industry, the author says:—"The Government has done very little in the past to facilitate the growth of British shipping. The industry has thriven by its freedom from oppressive legislative interference. Its development has been entirely due to the courage, skill, and initiative of our shipowners and shipbuilders and our merchant seamen. Over a long period of years it has not been a remunerative industry. The very considerable profits which shipowners have enjoyed in consequence of the war are the natural reward of their prudence

and foresight in building up a great fleet in time of peace, and the British public have no ground of complaint against a body of men whose enterprise placed at the disposal of the Government at the outbreak of war a magnificent and perfectly mobilised transport service without which it would have been quite impossible for the Empire to have taken up its proper functions in the war.

But it is already obvious that the war has profoundly modified the pre-war relations of the State with the shipping industry. The old freedom of intercourse in trade cannot be resumed for several years at least. It will be necessary for the State to continue, and possibly carry further, its present control of British imports and exports, and this must in turn involve a continued participation in the direction of shipping. The post-war economic problems will include, inter alia:—(1) The question as to the special treatment to be accorded to the shipping and seaborne commerce of the British Empire and our Allies in the transitional period, as foreshadowed in the Resolutions passed at the Paris Economic Conference; (2) the extent to which we may safely exercise our sea power and our control of bunker coal and of the principal coaling stations in the world; (3) the orientation of our national economic policy; (4) the problems which will arise in connection with the substitution of oil fuel for coal; (5) the problems of ship construction in connection with submarines and aircraft, which have as yet been only dimly realised; (6) the effect which the construction of the Channel tunnel would have upon our shipping industry, and, above all, (7) the mobilisation and control of labour at our ports and in our shipbuilding yards. These great questions can only be dealt with satisfactorily by the State working in co-operation with the shipowners and Labour leaders.

"On these grounds it may be hoped that a great Department of State may be created on a permanent basis for the purpose of directing and fostering our shipping, but I am convinced that it would be a calamitous mistake for the State to attempt to undertake in the fullest sense of the term 'the nationalisation of shipping.' If British shipping is to maintain its position, actual working of the industry must be left as much as possible in the hands of the men who have brought it up to its highly developed condition before the war. These men have doubtless been guided in the main by economic considerations, which have resulted in the creation of the most efficient and economical types of shipping in their most thrifty use. If the economic incentive should be withdrawn and the ships are to be run on behalf of, and at the risk of, the State, there can be only one result, namely, the serious weakening, if not the destruction of our sea power. After the war the State will be fully occupied with a multitude of other important matters which cannot be delegated to private enterprise.

"There are no examples extant of the successful nationalisation of shipping, and it may be safely affirmed that there is no great public service of which the State could undertake the nationalisation which offers less prospect of success or greater likelihood of irreparable disaster than shipping. Under the arrangement created by the late Government, the State is a sleeping partner in our greatest industry, a partner who takes nearly £110,000,000 per annum of the profits as compared with the shareholders who take all the responsibilities and risks of running the ships and who only receive in dividends £30,000, in a year of abnormal prosperity. A strong, prosperous shipping industry working in the closest agreement with the State is one of the greatest national assets which the Empire can possess, and this is the objective for which we should aim.

"I cannot conclude without a brief reference to the debt which the Empire and our Allies owe to the officers and men of the Royal Navy and to the men of the British mercantile marine. The war has clearly demonstrated that our sea power depends as much upon the merchant service

U.S. TRADE FLEET.

Shipping Board to Ask Congress for Funds.

Washington, May 8.—Congress will be asked to appropriate \$1,000,000,000 for the building of the great American merchant fleet designed to overcome the submarine menace. The programme evolved by the Shipping Board contemplates the diversion to Government use of the products of every steel mill in the country, cancellation of existing contracts between those mills and private consumers, and, where necessary, payment of damages by the Government to the parties whose contracts are cancelled.

The only manufactures of steel to be exempted from the programme will be those needed otherwise for the national defence. Bills for introduction in Congress have been prepared, and the Administration hopes to get them under way so promptly that the first of the shipbuilding operations may be in motion within two weeks.

Just how the \$1,000,000,000 will be provided is to be left to Congress, but the tentative programme calls for an additional issue of bonds.

Co-operation of the labour organisations has already been pledged, it is understood, and there will be no legislation unless the present programme is changed, looking to the drafting of the labour necessary to carry out the plans.

The only other exception to the general cancellation of private contracts with steel mills will be those of railroads. Steel mills, it is contemplated, will be permitted to supply them with the minimum amount of steel products with which the railroads can get along.

All other industries kindred to the steel trade or in which the use of the steel figures largely, will be affected by the proposed legislation. To adjust equitably their losses, the Administration contemplates the creation of a tribunal which probably will be designated a court of appraisers, to determine the extent of private losses due to cancellation of contracts.

It may be unnecessary for the Government actually to take over the shipbuilding yards of the country and they probably will be operated by their present owners under strict Governmental supervision.

The programme contemplates the use, to the maximum, of every resource within the United States speedily to design and build the largest number of ships possible. Should the number of vessels thus turned out be inadequate to meet the German submarine menace shipbuilding facilities will be increased.

Estimates of the Shipping Board are that 5,000,000 to 6,000,000 tons of steel and wooden vessels will be constructed by the Government during the next two years.

MORE WAJ COMFORTS.

Mrs. Capell informs us that the Kowloon Unity Workers have this week sent off the following parcels, through Messrs. Shewan, Tomes and Company:—

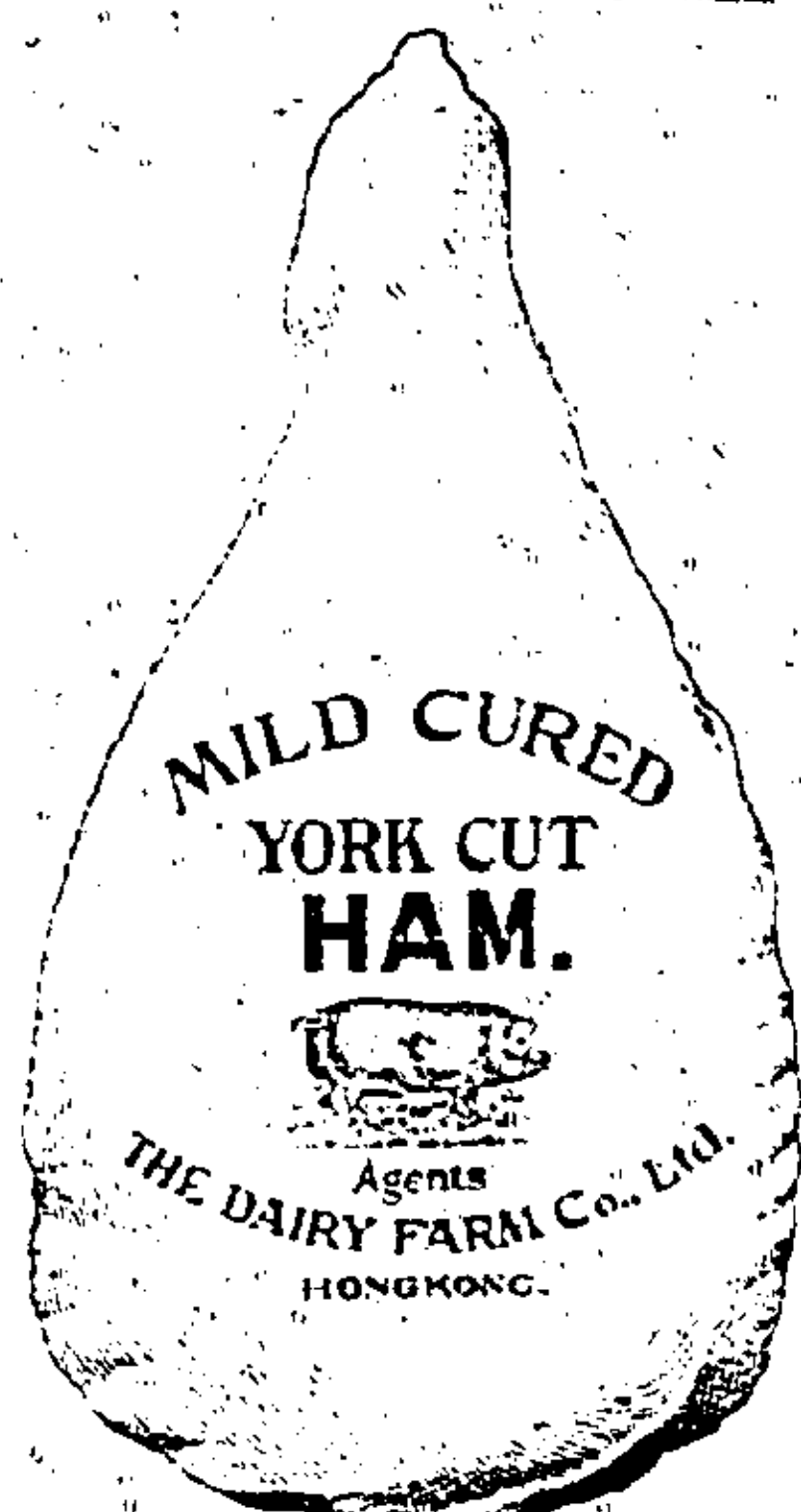
To Miss Tucker, Soldiers' and Sailors' Help Society.—One parcel containing 24 pieces of men's clothing.

To Mrs. Lefroy, Vice President of the S. S. F. A. Hoxton branch.—Two parcels containing 39 pieces of women's and children's clothing.

To Miss Vivian, the Maurice Hostel, Hoxton.—One parcel containing 17 pieces of women's and children's clothing.

as it does upon the Royal Navy. The Navy is silent as to most of its work, and the bulk of the British people will never know, or be able to appreciate, the magnitude of the work which the Navy is performing. The mercantile marine is also a silent service, although the maintenance of our food supplies and the food supplies of our Allies and the transport of vast quantities of men, munitions, and horses afford striking evidence as to the greatness and world-wide ramifications of its activities.

DAIRY FARM NEWS.



MILD

AND

OF

DELICATE

FLAVOUR.

VOLUNTEER RESERVE ORDERS.

Order No. 26, issued to-day by Major Wakemar, Commanding H. K. V. R. states:—

Detail.

On duty from the morning of Sunday, the 24th June, to the morning of Sunday, the 1st July, H. K. V. R.

Next for duty, "A" Coy. H. K. V. R.

Orderly Officer, 2nd, Lieut. A. H. Thornhill.

Parades.

Monday, 25th instant:—Recruits on the Cricket Ground at 5.15 p.m. under Instructor Sergt. Oxberry. Dress: Drill Order. Signalling Section: "A" and "B" Classes at Volunteer Headquarters at 5.15 p.m. and "C" Class at Volunteer Headquarters at 5.30 p.m. Dress: Clean Fatigue. Machine Gun Section at Wellington Barracks at 5.15 p.m. Dress: Clean Fatigue. Mounted Section at Polo Ground at 5.30 p.m. Dress: Drill Order.

Tuesday, 26th instant:—"A" and "B" Coys. on the road outside the Orderly Room at 5.15 p.m. Kowloon and Tai Koo Sections on the Polo Ground at 5.30 p.m. Dress: Drill Order.

Wednesday 27th instant:—Nil. Thursday, 28th instant:—The whole section will parade at Happy Valley for Station Work. Fall in at Monument 5.30 p.m. Dress: Clean Fatigue. Machine Gun Section at Wellington Barracks at 5.15 p.m. Dress: Clean Fatigue. Mounted Section at Polo Ground at 5.30 p.m. Dress: Drill Order.

Friday, 29th instant:—Recruits on the Cricket Ground at 5.15 p.m. under Instructor Sergt. Oxberry. Dress: Drill Order. Saturday, 30th instant:—Nil.

TO AVOID DYSENTERY.

and Diarrhoea during the summer months a gentle laxative should be used whenever necessary to keep the system clean.

PINKETTES

are laxative perfection. They dispel constipation, liveriness, sick headaches, bile. As good for the children as for adults. Of chemists, or post free 60 cents the box, from Dr. Williams' Medicine Co., 98 Seachuen Road, Shanghai.

TO-DAY'S ADVERTISEMENT.

WANTED.

WANTED.—A DENTAL MECHANIC. Apply Stephens, Dentist, Cosmopolitan Bldg. Manila.

TO-DAY'S ADVERTISEMENTS.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

OWING to the greatly increased cost of manufacture it has been decided to raise the price of Ice to 1½ cents per lb. as from the 1st July next. JARDINE, MATHESON & CO., LTD. Hongkong, 22nd June, 1917.

GANDE, PRICE & CO., LTD.

NOTICE is hereby given that an extraordinary general meeting of GANDE, PRICE & CO., LIMITED, will be held at the registered Office of the Company, No. 6, Queen's Road Central, on SATURDAY, the 7th day of July, 1917, at 12 o'clock NOON, when the subjoined resolution which was passed at the extraordinary general meeting of the Company held on the 19th day of June, 1917, will be submitted for confirmation as a special resolution:—

"That the regulations contained in the printed document submitted to the meeting, and for the purpose of identification subscribed by two of the Directors, be, and the same are hereby, approved, and that such regulations be and they are hereby adopted as the Articles of the Company, to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 22nd day of June, 1917.

By Order, C. BOND, Secretary. Hongkong, June 22nd, 1917.

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 468. ALEXANDRA BUILDING.



You can't get wet in the "Mattamac"

FEATHER WEIGHT ----- WATERPROOF.

The "Mattamac" Stormproof Coat is exceptionally light in weight, yet intensely strong and durable absolutely waterproof smartly cut and thoroughly well made.

FIRST GRADE \$20.00 EACH.

MACKINTOSH

Men's Wear Specialists.

16, DES VŒUX ROAD. TELEPHONE 23.

Powell Ltd

TELEPHONE 346

JUST RECEIVED—A NEW STOCK OF THE CELEBRATED—

"PHOENIX" RECD

PURE SILK SOCKS

IN ALL COLOURS.

PRICE \$1.50 each. 6 FOR \$8.00

"Phoenix" is the best silk hosiery made. It is guaranteed pure silk and has re-enforced TOES, HEELS and FEET.

COLUMBIA RECORDS. VIOLIN, FLUTE, AND HARP TRIOS.

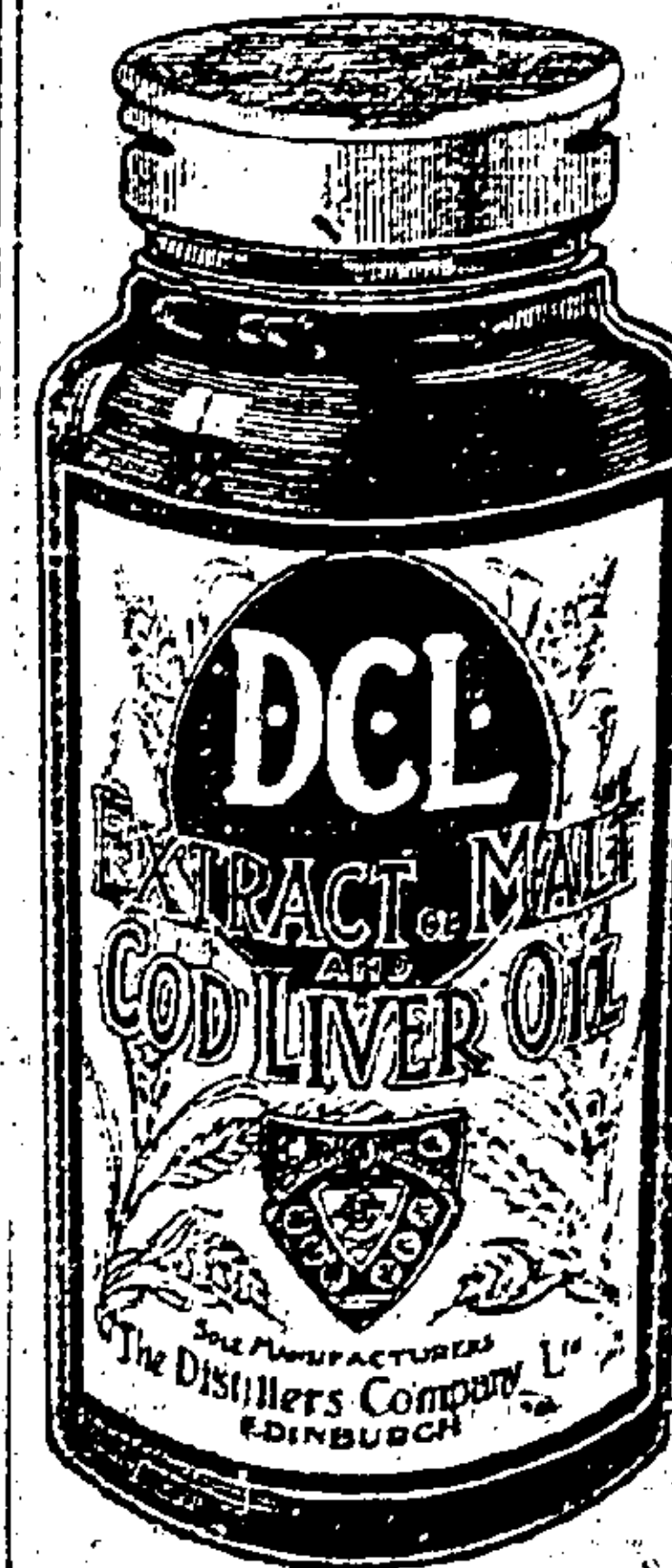
- | | |
|-----|--------------------------------|
| 127 | {Schubert's Serenade. |
| | {At King's Lake. |
| 128 | {Sweet Longing. |
| | {Till's Serenade. |
| 171 | {Tyrolese Echoes. |
| | {Idilio. |
| 234 | {Then you'll Remember Me. |
| | {Marie-Nocturne. |

THE ANDERSON MUSIC CO., LTD.

16, DES VŒUX ROAD. TEL. 1322.

D. C. L.

Malt Extract with Cod Liver Oil.



SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

TEL. NO. 135.

6, Queen's Road, Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

CANADIAN PACIFIC

OCEAN SERVICES

LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.

Electric Heat in Every Cabin. Electric Light in Every Berth.

One, Two and Three-Bed Room Suites with Private Bath.

Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Two Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fare.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All Steamers call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Rate of Freight, Passage, etc. apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. M. WALLACE, General Agent, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, June 15, 1917.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned. Steamers proceed via Cape of Good Hope. Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,or to REISS & Co. Canton
Hongkong, 2 Jan., 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY—
EXILE GARAGE.

TEL. 1063.

DEB VUEX ROAD.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira...			
VICTORIA, B.C. & SEATTLE via Keelung, S'hai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama.		Sinaba Maru Capt. Higo T. 12,500	(MON., 16th July, at noon.
SHANGHAI, Kobe and Yokohama.		Yokohama Maru Capt. Terada T. 12,500	(WED., 1st Aug., at noon.
SHANGHAI, Kobe and Yokohama.		Satsuta Maru Capt. Itano T. 15,000	(MONDAY, 2nd WED., 18th July, at 11 a.m.
SHANGHAI, Kobe and Yokohama.		Shitachi Maru Capt. Tominga T. 13,500	(JULY, at 11 a.m.
SHANGHAI, Kobe and Yokohama.		Sito Maru Capt. Takano T. 12,500	(TUES., 31st JULY, at 11 a.m.
NAGASAKI, Kobe and Yokohama.		Saki Maru Capt. Yoshikawa T. 12,500	(FRI., 13th JULY, at 11 a.m.
SHANGHAI and Kobe.		Bombay Maru Capt. Shinohara T. 8,000	(SATURDAY, 23rd JUNE.
KOBE		Jinsen Maru Capt. Nagaya T. 8,000	(TUESDAY, 11th JULY.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.
(CARGO ONLY).NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.
\$ Wireless Telegraphy.
Telephone Nos. 292 & 293.NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	22nd June.
Persia Maru	9,000 - 14 knots	3rd July.
Korea Maru	18,000 - 18 knots	17th July.
Siberia Maru	18,000 - 18 knots	27th July.
Tenyo Maru	22,000 - 21 knots	10th Aug.
Nippon Maru	11,000 - 15 knots	25th Aug.

1st class to London G\$348. (2711.00), return G\$696. (2122).

to San Francisco G\$250. return G\$437.50.

*For this voyage the Persia Maru will call at Honolulu.

Special Rates given to MAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, to ROUND THE WORLD TICKETS issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOILOLO, LOS ANGELOS.

Steamer Tons & Speed Leave Hongkong

Anyo Maru 12,500 - 15 knots 11th Sept.

For full particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

Telephone Nos 2374 & 2375.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

S.S. Tjisondari 25th June. S.S. Bintang 12th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

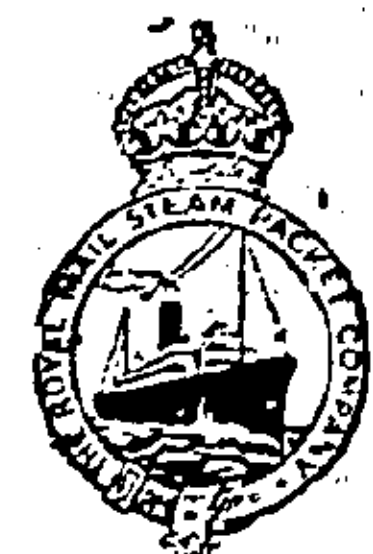
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

JUNE 26, SEPTEMBER 5, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.



THE ROYAL MAIL STEAM PACKET COMPANY.

Owners of The "SHIRE" Line of Steamers.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215, Sub. No. 10. Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
PAKHAI & HAIPHONG	Kailong	23rd June at 11 a.m.
MANILA, CEBU & ILOILO	Tean	26th June at noon.
SHANGHAI	Sunning	26th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Chinba," "Taming" and "Tean." Excellent Saloon accommodation. Ample electric fans fitted. Extra State-rooms on Deck Aft, on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenai," "Sunning," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.
Hongkong June 22, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjikini		2nd July	9th July	SHANGHAI
Tjibodas		27th June	3rd July	KOBE

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574. York Building. 15

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	A. E. Hodgins	FRI., 22nd June, at noon.
Haihong	J. W. Evans	TUES., 26th June, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 23rd June at 3 p.m.
TIENTSIN	Chipsing	Thur., 28th June at d'light.
SANDAKAN	Mausang	Sat., 30th June at noon.
MANILA	Yuensang	Sat., 30th June at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Reconnet from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon.

HANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, some times calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the 1st class tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Billings are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at S'hai when indicated.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD

Telephone No. 215. General Managers.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

15, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

COMMERCIAL

China Tea Market.

In China Tea business has been somewhat limited, and prices are firm. Coffee has met with moderate demand at steady prices. In Sugar a good demand has prevailed at firm prices. Peppers are steady but quiet. The Rice market has been steady. The market for Manila Hemp is now under Government control. Plantation Rubber has been fairly steady. Standard No. 1 Crepe being now 112d. per lb. and Smoked Sheet 2s. 11d. per lb. Fine Hard Para is 3s. 1d. per lb. Straits Tin is 274 15s. to 2235 for cash, and 224 15s. to 2235 for three months' delivery.

Standard Oil Profits.

The Standard Oil Company of New York's statement for 1916 is one of the most remarkable ever made by a Standard Oil company, says the "Christian Science Monitor." Its surplus of more than \$68,600,000 is equal to 90 per cent. of its entire stock. Its surplus last year increased more than \$42,000,000. In the past two years the surplus has grown \$52,000,000. Approximately \$11,000,000 of the increase in surplus last year is due to appreciation in value of equipment of subsidiary companies, notably Standard Transportation Company, its big marine transportation company, which took over marine business of the New York company in the latter half of 1915, and which had an exceedingly prosperous year in 1916.

Home Financial Affairs.

From the "London and China Express" of April 25.—The Bank rate remains unchanged at 4 per cent. The Open market rate for short loans is 4 1/4 to 4 1/2 per cent., and discount of four months' Bank bills 4 1/4 to 4 1/2 per cent. The silver market has been firmer owing to the small supplies offering, and bars are now quoted at 37 3/16 per oz. in the Rubber share market business has greatly expanded, and quotations are generally upward. Chinese and Japanese issues have kept very firm, shortage of stock being again very pronounced in the latter market, while the former is still benefiting from the probable modification of the Boxer indemnity charges, which must necessarily react advantageously upon China's financial position.

Freight Market.

Messrs. Wheelock and Co's freight market report, dated Shanghai, June 7, states:—Our Homeward freight market, at any rate to Europe, has more or less come to a standstill on account of the Government restrictions of tonnage referred to in our last issue, in fact, one of the important Homeward Conference Lines will have no sailings at all during this month; we can see no prospect of any alleviation from this state of affairs in the future, in fact, things are more likely to grow worse than better. As regards freights across the Pacific—cargo is plentiful and the newly formed company mentioned in our last issue has fixed a second steamer to load here about the end of this month which is already fully engaged at the rate of 60d. 45 per ton. Coastwise—Things have been rather quiet on the coast since last writing and the present demand on the regular trade routes is being fairly well met. The continued drought in the Yangtze Valley is seriously affecting the export of grain from river ports and there is a much prospect of a recovery until after a more or less steady period of rain.

Coal Prices in Scotland.

The District Coal and Coke Supplies Committee for Scotland, acting on behalf of the Board of Trade, have made agreement with representatives of the Scottish coal merchants prescribing maximum charges for all dealings in coal for home consumption. The Board of Trade have approved the agreement, and its terms are to be regarded as applying henceforward to all retail sales of coal in Scotland. The maximum profit margin allowed to merchants who actually sell and distribute to customers in lots of 10 cwt. or more by vehicles is 1s. 6d. per ton, and to merchants buying from collieries in bulk and selling to distributors of small quantities such as those who sell from lorries in the street and merchants whose annual turnover (based upon 1916) does not exceed 1,500 tons are allowed a minimum of 1s. 6d. per ton, but only 1s. is allowed in cases of merchants who are factors between the collieries and industrial works, and who do not actually handle the coal, and to merchants who sell to wagon loads to smaller merchants at roadside stations, etc.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1a, Chater Road. Phone No. 1509.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to:—
York Building, Tel. 1574. J.A.V.A.-CHINA-JAPAN LIJN.
Hongkong, 30th Dec., 1916. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong:
S.S. "COLOMBIA" July 18, at noon.
S.S. "VENEZUELA" Aug. 15, at noon.
S.S. "ECUADOR" Sept. 12, at noon.

These steamers have the most modern equipment including over
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to:—
ALEXANDRA BUILDINGS,
Chater Road.

Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 22nd JUNE, 1917.

10.00 p.m. Faishan. | 4.30 p.m. Heungshan.

SATURDAY, 23rd JUNE, 1917.

8.00 a.m. Honam. | 8.00 a.m. Kinshan.
10.00 p.m. Heungshan. | 4.00 p.m. Faishan.

HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 24th JUNE, 1917.

The Company's Steamship "TAISHAN."

Will depart from the Company's Wing Lok Street Wharf at
9 a.m. and return from Macao at 3 p.m.
S.S. Sui Tai will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

The attention of the Public is drawn to the special facilities afforded by the Police
Department of the Macao Government. Passes are issued at the Police Station
facing the Company's Wharf thus obviating delay and trouble in having to apply at
the Head Police Station for permits.

Fares: Saloon, Single \$5, Return \$5.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. "SUI TAI"

Leaves Macao for Canton every Monday, Wednesday and
Friday at 9 p.m. and Canton to Macao every Tuesday, Thursday
and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.

One of the above Steamer leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days at 8.30 a.m. Round
trips take about 5 days. Passengers can return to Hongkong or vice
versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
NEW YORK, SAN FRANCISCO AND CANADA.			
San Francisco via Japan	Shinyo M.	T. K. K.	22, June
San Francisco via Japan	China	C. M. S. S.	23, June
San Francisco via Japan	P. Juliana	J. C. J. L.	23, June
San Francisco via Japan	Persia M.	T. K. K.	3, July
San Francisco via Japan	Bintang	J. C. J. L.	12, July
San Francisco via Japan	Inaba M.	N. Y. K.	16, July
San Francisco via Japan	Korea M.	T. K. K.	17, July
San Francisco via Japan	Colombia	P. M. S. S.	18, July
San Francisco via Japan	Siberia M.	T. K. K.	27, July
San Francisco via Japan	Yokohama M.	N. Y. K.	1, Aug.
San Francisco via Japan	Tenyo M.	T. K. K.	10, Aug.
San Francisco via Japan	Venezuela	P. M. S. S.	15, Aug.
San Francisco via Japan	Nippon M.	T. K. K.	25, Aug.
San Francisco via Japan	China	P. M. S. S.	5, Sept.
San Francisco via Japan	Ayoro M.	T. K. K.	11, Sept.
San Francisco via Japan	Ecuador	P. M. S. S.	12, Sept.

JAPAN AND COAST PORTS.

Weihaiwei and Tientsin	Kueichow	B. & S.	22, June
Manila	Loongsang	J. M. Co.	23, June
Shanghai and Kobe	Bombay M.	N. Y. K.	23, June
Pakhoi and Haiphong	Kaifong	B. & S.	23, June
Manila, Cebu and Iloilo	Teau	B. & S.	26, June
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	26, June
Shanghai	Sunning	B. & S.	24, June
Tientsin	Chipshing	J. M. Co.	28, June
Manila	Yuensang	J. M. Co.	30, June
Saidakan	Mausang	J. M. Co.	30, June
Shanghai, Kobe and Yokohama	Iyo M.	N. Y. K.	31, July
Shanghai, Kobe and Yokohama	Atsuta M.	N. Y. K.	2, July
Kobe	Tibodas	J. C. J. L.	3, July
Shanghai	Tjikini	J. C. J. L.	9, July
Kobe	Jinsen M.	N. Y. K.	10, July
Nagasaki, Kobe and Yokohama	Aki M.	N. Y. K.	13, July
Shanghai, Kobe and Yokohama	Hitachi M.	N. Y. K.	18, July

NOTICES.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LIJN.
JAVA-PACIFIC LIJN.

THE Steamship

"s.s. TIJEMBANG."

having arrived Consignees of Car-
go by her are notified that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence
and/or from the wharves delivery
may be obtained.

No Claim will be admitted
after the goods have left the Go-
dows, and all Goods remaining
undelivered after noon, the 25th
June, 1917, will be subject to
rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before the 25th
June, or they will not be
recognised.

All broken, chafed and dam-
aged Goods are to be left in the
Godowns, where they will be
examined on the 25th June, at
10 a.m. by the Company's sur-
veyors, Messrs. Goddard and
Douglas.

No Fire Insurance has been
effected.
Bills of Lading will be coun-
tersigned by

JAVA-CHINA-JAPAN LIJN.
Hongkong, 19th June, 1917.

For a good solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE.

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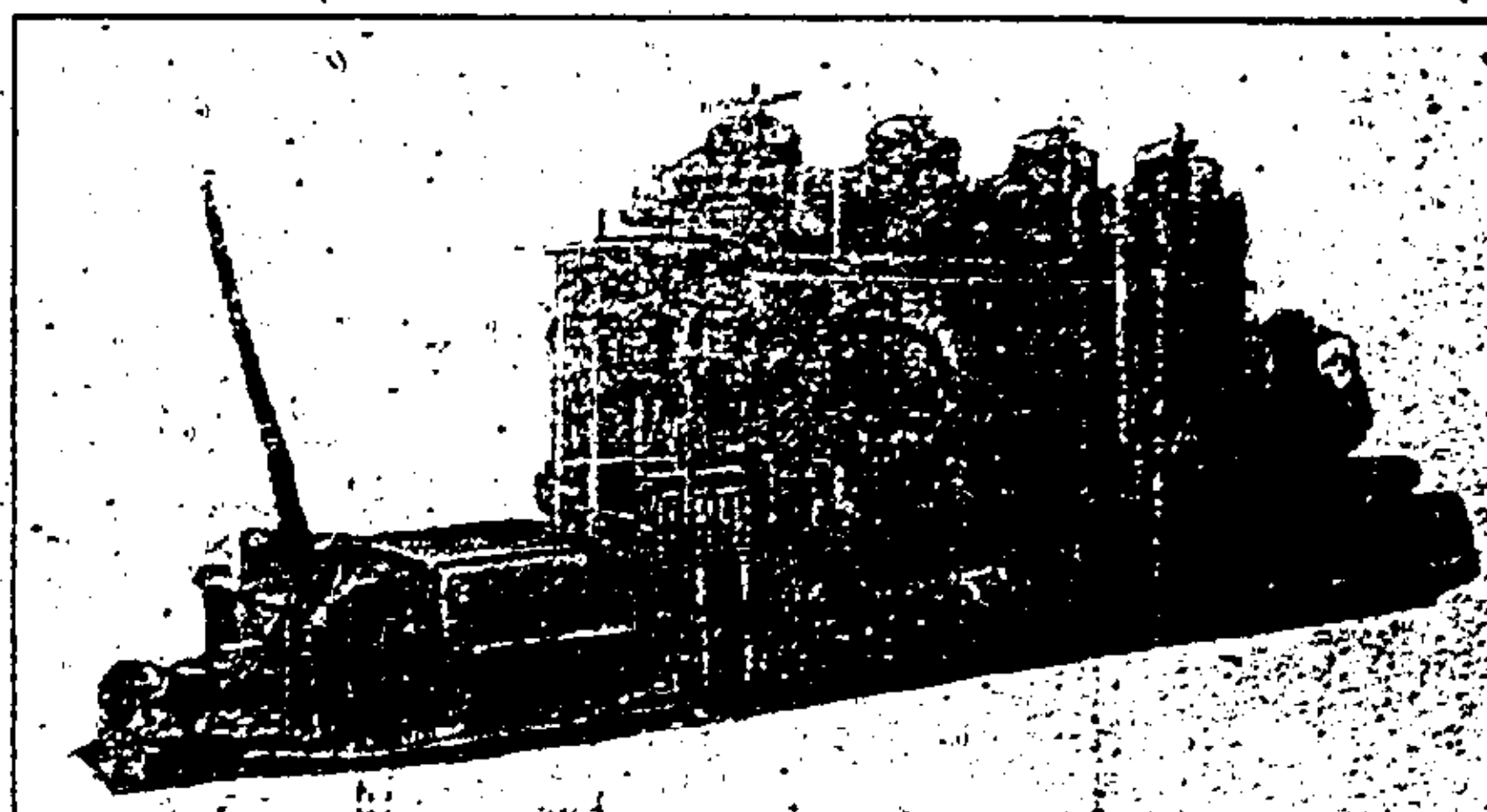
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All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH OF DOCK FLOORS	BREADTH OF DOCK FLOORS	DEPTH OF DOCK AT WHARF	DEPTH OF DOCK AT WHARF	DEPTH OF DOCK AT WHARF	DEPTH OF DOCK AT WHARF
KOWLOON						
No. 1 Dock, Kowloon	100'	10'	10'	10'	10'	10'
No. 2 Dock, Kowloon	97'	10'	10'	10'	10'	10'
No. 3 Dock, Kowloon	95'	10'	10'	10'	10'	10'
Patent Slip, No. 4 Kowloon	95'	10'	10'	10'	10'	10'
Patent Slip, No. 5 Kowloon	95'	10'	10'	10'	10'	10'
Patent Slip, No. 6 Kowloon	95'	10'	10'	10'	10'	10'
TAI-KO-LU						
Compass Slip, No. 1	100'	10'	10'	10'	10'	10'
Patent Slip, No. 2	95'	10'	10'	10'	10'	10'
Patent Slip, No. 3	95'	10'	10'	10'	10'	10'
Patent Slip, No. 4	95'	10'	10'	10'	10'	10'
Patent Slip, No. 5	95'	10'	10'	10'	10'	10'
Patent Slip, No. 6	95'	10'	10'	10'	10'	10'
Patent Slip, No. 7	95'	10'	10'	10'	10'	10'
Patent Slip, No. 8	95'	10'	10'	10'	10'	10'
Patent Slip, No. 9	95'	10'	10'	10'	10'	10'
Patent Slip, No. 10	95'	10'	10'	10'	10'	10'
Patent Slip, No. 11	95'	10'	10'	10'	10'	10'
Patent Slip, No. 12	95'	10'	10'	10'	10'	10'
Patent Slip, No. 13	95'	10'	10'	10'	10'	10'
Patent Slip, No. 14	95'	10'	10'	10'	10'	10'
Patent Slip, No. 15	95'	10'	10'	10'	10'	10'
Patent Slip, No. 16	95'	10'	10'	10'	10'	10'
Patent Slip, No. 17	95'	10'	10'	10'	10'	10'
Patent Slip, No. 18	95'	10'	10'	10'	10'	10'
Patent Slip, No. 19	95'	10'	10'	10'	10'	10'
Patent Slip, No. 20	95'	10'	10'	10'	10'	10'
Patent Slip, No. 21	95'	10'	10'	10'	10'	10'
Patent Slip, No. 22	95'	10'	10'	10'	10'	10'
Patent Slip, No. 23	95'	10'	10'	10'	10'	10'
Patent Slip, No. 24	95'	10'	10'	10'	10'	10'
Patent Slip, No. 25	95'	10'	10'	10'	10'	10'
Patent Slip, No. 26	95'	10'	10'	10'	10'	10'
Patent Slip, No. 27	95'	10'	10'	10'	10'	10'
Patent Slip, No. 28	95'	10'	10'	10'	10'	10'
Patent Slip, No. 29	95'	10'	10'	10'	10'	10'
Patent Slip, No. 30	95'	10'	10'	10'	10'	10'
Patent Slip, No. 31	95'	10'	10'	10'	10'	10'
Patent Slip, No. 32	95'	10'	10'	10'	10'	10'
Patent Slip, No. 33	95'	10'	10'	10'	10'	10'
Patent Slip, No. 34	95'	10'	10'	10'	10'	10'
Patent Slip, No. 35	95'	10'	10'	10'	10'	10'
Patent Slip, No. 36	95'	10'	10'	10'	10'	10'
Patent Slip, No. 37	95'	10'	10'	10'	10'	10'
Patent Slip, No. 38	95'	10'	10'	10'	10'	10'
Patent Slip, No. 39	95'	10'	10'	10'	10'	10'
Patent Slip, No. 40	95'	10'	10'	10'	10'	10'
Patent Slip, No. 41	95'	10'	10'	10'	10'	10'
Patent Slip, No. 42	95'	10'	10'	10'	10'	10'
Patent Slip, No. 43	95'	10'	10'	10'	10'	10'
Patent Slip, No. 44	95'	10'	10'	10'	10'	10'
Patent Slip, No. 45	95'	10'	10'	10'	10'	10'
Patent Slip, No. 46	95'	10'	10'	10'	10'	10'
Patent Slip, No. 47	95'	10'	10'	10'	10'	10'
Patent Slip, No. 48	95'	10'	10'	10'	10'	10'
Patent Slip, No. 49	95'	10'	10'	10'	10'	10'
Patent Slip, No. 50	95'	10'	10'	10'	10'	10'
Patent Slip, No. 51	95'	10'	10'	10'	10'	10'
Patent Slip, No. 52	95'	10'	10'	10'	10'	10'
Patent Slip, No. 53	95'	10'	10'	10'	10'	10'
Patent Slip, No. 54	95'	10'	10'	10'	10'	10'
Patent Slip, No. 55	95'	10'	10'	10'	10'	10'
Patent Slip, No. 56	95'	10'	10'	10'	10'	10'
Patent Slip, No. 57	95'	10'	10'	10'	10'	10'
Patent Slip, No. 58	95'	10'	10'	10'	10'	10'
Patent Slip, No. 59	95'	10'	10'	10'	10'	10'
Patent Slip, No. 60	95'	10'	10'	10'	10'	10'
Patent Slip, No. 61	95'	10'	10'	10'	10'	10'
Patent Slip, No. 62	95'	10'	10'	10'	10'	10'
Patent Slip, No. 63	95'	10'	10'	10'	10'	10'
Patent Slip, No. 64	95'	10'	10'	10'	10'	10'
Patent Slip, No. 65	95'	10'	10'	10'	10'	10'
Patent Slip, No. 66	95'	10'	10'	10'	10'	10'
Patent Slip, No. 67	95'	10'	10'	10'	10'	10'
Patent Slip, No. 68	95'	10'	10'	10'	10'	10'
Patent Slip, No. 69	95'	10'	10'	10'	10'	10'
Patent Slip, No. 70	95'	10'	10'	10'	10'	10'
Patent Slip, No. 71	95'	10'	10'	10'	10'	10'
Patent Slip, No. 72	95'	10'	10'	10'	10'	10'
Patent Slip, No. 73	95'	10'	10'	10'	10'	10'
Patent Slip, No. 74	95'	10'	10'	10'	10'	10'
Patent Slip, No. 75	95'	10'	10'	10'	10'	10'
Patent Slip, No. 76	95'	10'	10'	10'	10'	10'
Patent Slip, No. 77	95'	10'	10'	10'	10'	10'
Patent Slip, No. 78	95'	10'	10'	10'	10'	10'
Patent Slip, No. 79	95'	10'	10'	10'	10'	10'
Patent Slip, No. 80	95'	10'	10'	10'	10'	10'
Patent Slip, No. 81	95'	10'	10'	10'	10'	10'
Patent Slip, No. 82	95'	10'	10'	10'	10'	10'
Patent Slip, No. 83	95'	10'	10'	10'	10'	10'
Patent Slip, No. 84	95'	10'	10'	10'	10'	10'
Patent Slip, No. 85	95'	10'	10'	10'	10'	10'
Patent Slip, No. 86	95'	10'	10'	10'	10'	10'
Patent Slip, No. 87	95'	10'	10'	10'	10'	10'
Patent Slip, No. 88	95'	10'	10'	10'	10'	10'
Patent Slip, No. 89	95'	10'	10'	10'	10'	10'
Patent Slip, No. 90	95'	10'	10'	10'	10'	10'
Patent Slip, No. 91	95'	10'	10'	10'	10'	10'
Patent Slip, No. 92	95'	10'	10'	10'	10'	10'
Patent Slip, No. 93	95'	10'	10'	10'	10'	10'
Patent Slip, No. 94	95'	10'	10'	10'	10'	10'
Patent Slip, No. 95	95'	10'	10'	10'	10'	10'
Patent Slip, No. 96	95'	10'	10'	10'	10'	10'
Patent Slip, No. 97	95'	10'	10'	10'	10'	10'
Patent Slip, No. 98	95'	10'	10'	10'	10'	10'
Patent Slip, No. 99	95'	10'	10'	10'	10'	10'
Patent Slip, No. 100	95'	10'	10'	10'	10'	10'

STOP PRESS TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GREEK MONARCHY.

M. Venizelos' Views.

London, June 21.

M. Venizelos announces that he favours a continuance of the monarchy, the prerogatives of which should be defined by a Constituent Assembly to be summoned later. Meanwhile a Coalition Government will be formed.

THE AUSTRIAN CRISIS.

Growing Disinclination for War.

London, June 21.

Increasing interest is being taken in the Austrian crisis owing to the fact that it reveals that a large majority of Austria is almost certainly opposed to the war and German policy. Moreover, it proves the growing isolation of Germany in Europe.

ITALIAN WAR ARMS.

Foreign Minister's Important Speech.

London, June 21.

Reuter's correspondent at Rome says that in the Chamber the Foreign Minister, Baron Sonnino, speaking on war aims, said that Italy's special interests were equally in the destinies of Albania and the direct possession of Valona and the hinterland. She desired to defend Albania from outside interference, but was willing that it should be independent internally. He declared that any peace which strengthened the chain binding the Italian frontiers and omitted reparation for Belgium and the reconstruction of a united Poland would be an outrage.

VOLUNTEER ORDERS.

Corps Order issued to-day by Major D. Macdonald, V. D. state:—

Leave.

No. 1518 Lt. Col. A. J. England is granted leave for the duration of the war from 18th June, 1917.

No. 1850 Pte. P. R. Butler is granted leave for the duration of the war from 22. 6. 17.

No. 1521 Pte. A. A. Clouston is granted 1 month's leave from 18. 6. 17.

No. 1917 Spr. J. Johnson is granted 1½ month's leave from 16. 6. 17.

No. 1623 Pte. G. M. Lukin is granted 5 weeks' leave from 22. 6. 17.

Spr. Lieut. C. W. McKinnon is granted 21 days' leave from 22. 6. 17.

Promotion.

No. 1817 Pte. F. Meade to be Acting Lieut. dated 16. 6. 17.

Care of Arms.

Bayonets must be given a light coating of oil before firing takes place with bayonets fixed. They must be wiped perfectly dry before they are returned to the scabbards.

Parades.

Monday 25th instant:—At 5 p.m. Centre Section M.G. Coy. at King's Park Range (Annual Musketry Course). At 5.30 p.m. Artillery Battery at Belchers Battery; Right Section M.G. Coy. and Scouts Company on Murray Parade Ground under unit Commanders. (Aiming Instruction and Firing Instruction); Left Section M.G. Coy. and Civil Service Company on Murray Parade Ground under unit Commander (Teach of Elementary Training); Mounted Section at Jockey Club Stables; Recruits of all units on Murray Parade Ground under Corpl. Elgumbe, Edmonds and Lee. Cpl. Meade.

Tuesday 26th instant:—At 7.10 a.m. Scouts Company M. G. detachment at Headquarters. At 7.30 a.m. Belchers 6th Section at Belchers Battery. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Artillery Battery (Bangalore only) at Belchers Battery; Stretcher Bearer Section at Headquarters. At 5.45 p.m. Signalling Section "A" and "B" classes at Happy Valley.

Wednesday 27th instant:—At 5.00 p.m. Centre Section M.G. Coy. at King's Park Range (Annual Musketry Course). At 5.30 p.m. Right Section M.G. Coy. at Headquarters under unit Commander (Aiming Instruction and Firing Instruction).

Thursday 28th instant:—At 7.10 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

FATAL GAMBLING RAID.

Enquiry into a Coolie's Death.

At the Police Court this afternoon, before Mr. J. R. Woodan an enquiry was held into the circumstances surrounding the death of a coolie who was injured in a gambling raid on 21, Kowloon City Road, and subsequently died at the Government Civil Hospital.

Dr. W. J. Woodman said he had been admitted to the Government Civil Hospital on June 9, suffering from several fractures of the jaw and a broken arm. He did not regard the case as serious at the time. On the following day, he was operated on for a septic jaw and came through it without incident, but in the evening his heart began to fail and he died in the morning of June 11. Death was due to shock, resulting from injuries which could have been caused by a fall from a height. He considered that the coolie's heart would have failed even if he had not undergone the operation.

Inspector McDonald, of Hong Kong, said he executed the warrant. Three men, including the deceased, jumped from the window. Two seemed to land on their feet and ran away immediately, but the deceased appeared to fall on his chest and right shoulder.

Enquiry proceeding.

Motor Fatality. The police report that a Chinese widow, aged 49, was knocked down by motor car No. 23, near Tai Yuen Street, Wanchai, yesterday. The car is owned by the Exile Garage. The woman was being sent to the Government Civil Hospital when she died. The driver of the car has been arrested.

Friday 29th instant:—At 7.30 a.m. Belchers 6th Section at Belchers Battery. At 5.00 p.m. Centre Section M. G. Coy. at King's Park Range (Annual Musketry Course). At 5.30 p.m. Artillery Battery (Bangalore only) at Belchers Battery; Stretcher Bearer Section at Headquarters. At 5.45 p.m. Signalling Section "A" and "B" classes at Happy Valley.

Saturday 30th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Sunday 1st instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Monday 2nd instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Tuesday 3rd instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Wednesday 4th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Thursday 5th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Friday 6th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Saturday 7th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Sunday 8th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Monday 9th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Tuesday 10th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Wednesday 11th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

Thursday 12th instant:—At 7.30 a.m. Scouts Company M. G. detachment at Headquarters. At 5.00 p.m. Left Section M.G. Coy. and Civil Service Company at King's Park Range (Annual Musketry Course). At 5.30 p.m. Mounted Section at Jockey Club Stables; Artillery Battery (Laymen and Batters only) at Belchers Battery.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

EARLIER TELEGRAMS.

REPUBLICAN MOVEMENT IN SOUTH AFRICA.

Capetown, June 21.

There is great public interest in the important debate in the Assembly upon the following motion by the veteran South African statesman, the ex-Premier, Mr. John X. Merriman:

"That this House views with alarm several manifestations whether by speech, writing, or other methods, which are directly at variance with the Constitution as laid down and agreed to in the South African Act and that they are opposed to the best interests of the people and if persisted in must inevitably lead to dissensions and the ultimate ruin of the European race in South Africa. The House therefore calls upon all those who are loyal to the Constitution to express the strongest disapproval of the dangerous efforts of those who seek to subvert the principles on which that Constitution is based."

Mr. Merriman emphasised the need of the House to give a clear and unmistakable lead pointing out that while such Nationalist propaganda was regarded lightly by educated people it was different in the country districts where there was a deliberate movement to destroy the Constitution in favour of a republican form of Government which, he declared emphatically, could only lead to civil war. He described as "Devil's work" the efforts which were being made to divide the two white races of the country. He considered the danger in fomenting artificial distinctions very real and terrible and asked the House to testify that it stood by the Constitution.

Mr. Loup, a Dutch speaking Afrikaner, member for the Cape constituency of Coleberg, seconded.

The Nationalist member Mr. de Waal moved an amendment regretting that efforts should be made by certain politicians for the purpose of creating an impression that natural aspirations regarding independence were disloyal and unlawful and expressing the opinion that such efforts were calculated to disturb the mutual understanding and co-operation between the two white races.

The amendment further considered such action in direct conflict with freedom of discussion which was one of the fundamental principles of the Constitution and with the declared objects of the Allies to secure to each separate people freedom of its own destiny "with which objects the House declares itself in full accord."

The Labour leader, Col. Cresswell, in supporting Mr. Merriman's motion referred in striking terms to South Africa's part in the recent African campaigns. In connection with the post-war settlement he declared that he was convinced that the working classes of South Africa would be filled with alarm at any possibility of South-West Africa being returned to Germany. They in South Africa had not assisted in the war from any desire to take land but because they believed it was right and they could not contemplate with equanimity the re-establishment of German power on their borders. They strongly objected to the idea. Germany wanted a strong protectorate from West Africa, across Central Africa to East Africa. "The Nationalists talked about a Republic but he (Col. Cresswell) asked them to contemplate a strong Germany, stretching across the continent, with harbours, submarine bases, and huge native populations trained and drilled as black soldiers in a huge mercenary army. South Africa would then be confronted with an unparalleled state of affairs. It would be at the mercy of a German Black African Empire. He asked how long South Africa would then enjoy the direct freedom it had today. He emphasised that the Labourites would continue to support the Government's war policy.

General Sir Louis Botha, the Premier, had stress on the fact that ever since South Africa had received a Constitution the British Government had never interfered in South Africa. He pointed out that no word had been uttered by the free State delegates to the National Convention regarding a Constitution on republican lines. The great majority in South Africa did not want further civil war. He asked whether the minority was going to force civil war on the majority? He reiterated that the only future of South Africa lay in the union of races.

Mr. Herzog contended that nothing contained in the Constitution or Treaty of Vereeniging was opposed to his conducting a pro-republican propaganda. He asked why republicanism should not be discussed in South Africa as freely as in England and affirmed that South Africa had yet to receive its freedom. Although he did not expect it in his lifetime, nevertheless South Africans were much freer than Mr. Merriman thought and it was the people's right to know how free they were. He said he was theoretically republican but did not advocate a republic to-day because he fully realised they could only hope to make a republic a success when all sections unanimously asked Britain for independence.

Sir Thomas Smartt, advertising to the National Convention, said the English minority relied on the good-faith of the Dutch majority. He strongly emphasised that if the present propaganda continued the Premier must feel he had the support of the vast majority in dealing with it promptly and rigorously.

Mr. Merriman's motion was carried by 72 votes to 21 after Mr. de Waal's amendment had been negatived by a similar majority. The minority in the division was composed solely of Nationalists.

FRANCHISE REFORM.

London, June 21.

The House of Commons by 291 votes to 25 agreed upon thirty as the age qualification of women voters, and adopted several Government amendments to the clause in the Electoral Bill relating to soldiers and sailors votes.

Sir G. Cave intimated that it was proposed that every soldier and sailor on active service should vote for the place of his home or the place where he had six months' residential qualification. Men from the Dominions residing here for six months would also be entitled to vote.

BRITISH WAR CHARITIES.

King's Birthday Effort in Canton.

On the occasion of the birthday of H.M. King George V, the sum of \$2,032.13 was subscribed by British, Allied, and neutral residents in Canton for British War Charities, and the following amounts were remitted to London:—

Prisoners of War Funds \$100

Mesopotamia Relief Fund ... 50

Lord Roberts' Memorial Fund ... 50

National Refuges and Training ships ... 25

At 2/5.9/18 ... \$2029.06

Balances to British War Charities A/C ... 2.53

\$2,032.13

THE RED CROSS.

Official Appeal to Hongkong.

The following is a translation of a code telegram from the Secretary of State to His Excellency the Governor:—

21st June.—I have been asked by Field Marshal H. R. H. Duke of Connaught and the Marquis of Londondown to transmit following for publication if you see no objection:—

"It becomes necessary for the Order of St. John of Jerusalem and the Red Cross Society to appeal more to the generosity of their friends and supporters at home and overseas for funds to carry on their work of mercy for the sick and wounded of His Majesty's Forces. The Joint Committee has decided to make again such an appeal on the 18th October and we earnestly beg your assistance in making it known to the people of Hongkong that our Red Cross work is now costing \$8,000 per diem and increases rather than diminishes. Our help is given in every theatre of the war and to troops from every part of the Empire and will have to be continued for a long time even when victory has been achieved. We are deeply grateful for the munificent help received from sympathisers in all parts of the world and we trust that with your assistance the appeal made on 'Our Day' will meet with a response which will enable us to continue to do all that is humanly possible to lessen the sufferings of those on whose behalf we plead. Their Majesties the King and Queen and Her Majesty Queen Alexandra have graciously given us their patronage and support."

ARTHUR, Grand Prior of the Order of St. John of Jerusalem in England.

LANSDOWNE, Chairman of the Council of the Red Cross Society, Head Quarters Joint Committee 83, Pall Mall, London, S.W.

LEAGUE TENNIS.

U.S.R.C. Beat Kowloon.

In the Hongkong Tennis League, U.S.R.C. played K.C.C. yesterday evening at U.S.R.C. and, after most enjoyable games, won by 60 games to 39. Scores:—

Criep and King beat Stalker and Abraham 7-4; best Green and Chynat 7-4; best Kay and Foster 8-3.

Milner Jones and Kent beat Stalker and Abraham 7-4; best Green and Chynat 6-5; best Kay and Foster 9-2.

Cooper Hunt and Hammond lost to Stalker and Abraham 4-7; lost to Green and Chynat 4-7; best Kay and Foster 8-3.

The Tables.

The positions of the Clubs up to and including June 22 are as follows:—

DIVISION I.

U.S.R.C. ... P W L Ps.

C.R.C. "A" ... 7 6 1 12

K.C.C. "A" ... 5 4 1 8

Vanguard ... 6 3 3 6

H.K.C.C. ... 5 1 4 2

University "A" ... 7 0 7 0

DIVISION II.

Club de Reacore ... P W L Ps.

Orangengower ... 5 5 0 10

K.C.C. "B" ... 5 4 1 8

L.R.C. ... 5 3 2 6

Kowloon Dock ... 5 3 2 6

C.R.C. "B" ... 5 3 2 6

Naval Yard ... 5 1 5 2

Civil Service ... 5 2 3 4

Y.M.C.A. ... 4 0 4 0

University "B" ... 7 0 7 0

U-BOAT EXPLOITS.

Tales by American Survivors.

London, May 3.—American citizens landed during the last few days from vessels which had been sunk by German submarines tell remarkable tales of the strenuous exploits of the U-boats.

In one case three under-sea boats appeared simultaneously along-side the ship; one being a submarine cruiser 300 feet long and the others old-fashioned submarines with a length of about 120 feet.

In another case a German submarine was an elaborate disguise of a fishing boat. This submarine carried a gun which had a range of nearly five miles.

In at least two cases the crews of vessels sunk by submarines were rescued from open boats by a passing ship, only to suffer a repetition of the disaster when the ship on which they had taken refuge fell prey to an under-water boat.

A seaman from Pensacola, who was one of the crew of a S. Vedich sailing vessel, said:—

"We were under way within sight of land late in the afternoon when we observed a Norwegian sailing vessel in an encounter with a submarine eight miles away. Approaching that our turn would come next, we prepared a lifeboat. A 300-foot submarine came up to us in due course, and fired three warning shots from its heavy gun. We pulled our boat over to the lifeboat from the Norwegian ship previously sunk, and twelve hours later were picked up by a British steamer. We had only a brief stay on the British boat, as she was torpedoed the same morning. After a few hours in the boats we were found by a British patrol and landed."

A Baltimore seaman from a Danish sailing vessel said:—"We abandoned ship in response to three shots from a submarine. Thereupon the submarine fired twenty-two shots into the hull of the ship, sinking her. We tried to speak with the submarine commander, but he told us he was in a hurry, as he had to attend to a Norwegian bark which was waiting a short distance off."

"We pulled for the nearest land, and all our twenty-five men got ashore safely, although both lifeboats were badly smashed up in the surf as we were beaching them."

A Philadelphian described the manner in which his steamer escaped being sunk:—"We were attacked by a submarine disguised as a fishing vessel," he said. "She opened fire on us at five miles, sending fifteen shots at us, and smashing our wireless. She pursued us for an hour. We did not use our gun. Finally a British patrol boat appeared. The submarine submerged, disguised and all, presenting a ludicrous sight as the carefully prepared equipment, simulating a fishingboat, sank beneath the waves."

The captain of an American sailing ship which was sunk said:—"Submarines are lying along the sea lanes in regular nests. They keep well under the water most of the time, coming up now and then for periscopic observations, or on hearing the approach of merchant craft, which often can be identified readily by the sound of the engines. By thus conserving fuel the submarines are able to remain away from their base a long time, and also they find means of renewing their stores from ships which they sink."

"The U-boat which sank us had been out for six weeks. She had one British captain on board. She renewed all her supplies from our boat and took all the nautical instruments. The submarine gave us a sharp signal to halt with a shell from a distance of two miles. It was good marksmanship. The shot hit the ship squarely, but caused no casualties. We stopped and took to the boats. The submarine came up in leisurely fashion, sank the ship with bombs and passed the time of day with our boat. She had a crew of 37, and was 250 feet long."

"We were picked up by a Norwegian sailing vessel, on which we spent six days. She was then attacked by a 120-foot submarine. We all took to the Nor-

THE MURDER TRIAL.

The Prisoner Sentenced to Death.

At the Criminal Sessions, this morning, Dr. Cheng, appearing in defence of the man charged with murdering his adopted mother at Tin Wan, on May 8, addressed the jury. He said that the case was a most extraordinary one. Prisoner was charged with murdering his adopted mother, and his own children had come forward and given evidence against him. It was going to be his (Dr. Cheng's) endeavour to show that prisoner did not commit the crime. It would be a tragedy upon tragedy if they had to convict him of that which he was innocent, and it would be a very regrettable incident. They had to picture to themselves that this man had murdered his mother. Nothing could be more tragic, nothing more terrible, nothing more cruel, if that were true. The jury had to be doubly careful. They had to consider every point and every fact clearly before they came to a conclusion that was the least unfavourable. It was not his (Dr. Cheng's) business to advance any theory of the crime, if crime had been committed. It was not his place to suggest in what way the woman had met her death. The Crown had not established a case. He would remind them of the maxim that every man was presumed innocent until the contrary was proved. The evidence of the prosecution showed that there had only been two or three quarrels between the man and woman since the New Year. But there was also evidence to show that the relationship was good. The family was happy because soon after the adoption there were grandchildren to worship at the ancestral tomb. No doubt, there were little quarrels; there were in every family which contributed to human happiness. He asked them if they were going to send this man to the gallows on the evidence offered by the Crown. He remembered the remark of a judge who said:—"Although thousands are perishing on the battlefields of France, we sit here day after day for nine days successively to consider whether we ought or ought not to take the life of a single fellow man, for human life is so valuable in British law; in an English court of justice."

Prisoner was called and said that his adopted mother had always been kind to him and his feelings towards her were good, though they had quarrels sometimes because she accused him of not going to work. The quarrels were only of a trifling nature. On the day of her death, they had a few words, when she asked him why he did not go to work. He went out to find a doctor to look at his leg, but, failing to find one, he returned home and found his mother lying dead on the floor. He tried to rouse her, but could not, and he called in some people.

Following the summing up by His Lordship, the jury retired to consider their verdict. Having been absent from Court for a quarter of an hour, the jury returned and gave a unanimous verdict of "Guilty."

His Lordship then asked the prisoner if he had anything to say why he should not be sentenced according to law, his only reply being "I have not done it."

His Lordship, assuming the black cap, passed sentence of death in the usual manner.

Forgery Indictment Falls.

At the Criminal Sessions today, the Pains Judge, (Mr. Justice H. H. J. Gompertz), heard the case in which a Chinese, named Chan Yat, alias Chan Lan, was charged with forgery. The case for the Crown was conducted by Mr. G. H. Wakeman, Crown solicitor, and Mr. C. G. Alabaster, defence.

The jury returned a verdict of not guilty, and prisoner was accordingly discharged.

The submarine commander declined to look at the Norwegian captain's papers. We had another twenty-one hours in open seas, and then were picked up by a British patrol and landed."

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PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, APPRAISER
AND SURVEYOR.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 23rd June, 1917.

commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Quantity of Perfumes, Soaps, BBB Pipes, Razor Straps, Manicure Sets, Fountain Syringes, etc., etc., etc.

On view from Friday, the 22nd inst.

Catalogues will be issued. Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 28th JUNE, 1917.

commencing at 10.30 a.m. at his Sales Rooms, Duddell Street.

A Quantity of Valuable Household Furniture.

Comprising:—

Double brass & brass mounted iron bedsteads, tapestry, covered easy chairs & couches, teak writing tables, Japanese lacquered screens, Cherry-wood couch, silk embroidered pictures, engravings, oil paintings, water colours, toilet sets, bronze ornaments, ivory carvings, curios, cut-glass, silver & electro-plated ware, cutlery, etc., etc.

Also

A Selection of Canton Black-wood Ware comprising:—

Couches, chairs, flower stands, stools, curio stands, tables, etc., etc.

And

3 Fowling pieces.

On view from Wednesday, the 27th inst.

Catalogues will be issued. Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from the Liquidators of Messrs. Jebsen & Co.

in pursuance of an order of the Hongkong Government, to sell by public auction at 12 o'clock (NOON) on TUESDAY the 31st day of July, 1917, at his sales rooms, Duddell Street.

THE VALUABLE LEASE-HOLD PROPERTY situate at The Peak, Hongkong and being Rural Building Lot No. 19.

In One Lot.

The property consists of:—

The piece or parcel of ground and premises known as "Lysholt," 104 The Peak, situate near Mount Gough in the Colony of Hongkong with an area of 124,032 square feet and registered in the Land Office as Rural Building Lot No. 19.

The lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1896.

The Annual Crown Rent is \$35.00.

The further particulars and conditions of sale apply to Messrs. Wilkinson & Grist, Solicitors for the Liquidators or to the undersigned.

GEO. P. LAMMERT, Auctioneer.

FOR SALE.

MOTOR CARS, MOTOR CARS

1917 Overland Touring Cars, 6 Cylinder, 7 Seater.

GEO. P. LAMMERT, Duddell Street.

Hongkong, 18th February, 1917.

NOTICE.

CAST IRON RAINWATER PIPES

AND FITTINGS. FRANK SMITH & CO.

6, DES VŒUX ROAD, CENTRAL.

TEL. 2290. HONGKONG.

PUBLIC AUCTIONS.

THE Undersigned has received instructions from the Liquidator of Messrs. WITZKE & CO. in pursuance of an Order of the Hongkong Government to sell by Public Auction at

12 o'clock (NOON), ON MONDAY

the 27th day of August, 1917.

at his Sales Rooms, Duddell Street, Hongkong.

ALL the piece of ground situate at Yaumati, Kowloon, in the Colony of Hongkong and registered in the Land Office as KOWLOON INLAND LOT NO. 209.

In One Lot.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Prays) in Kowloon and contains an area of 4500 Square Feet.

The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May 1888.

The Annual Crown Rent is \$60.

For further particulars and conditions of sale apply to MESSRS. HASTINGS & HASTINGS, Solicitors for the Liquidator, or to the Undersigned:

GEO. P. LAMMERT, Hongkong, 23rd May, 1917.

THE Undersigned has received instructions from the Liquidator of Messrs. BLACKHEAD & CO., F. H. HOHNKE, F. J. SCHWARZKOPF, E. H. THIEL and J. E. DANIELSON in pursuance of an Order of the Hongkong Government to sell by Public Auction at 3 o'clock in the AFTERNOON

ON FRIDAY

the 7th day of September, 1917,

at his Auction Rooms in Duddell Street.

THE VALUABLE LEASE-HOLD PROPERTY

situate and being Shaukiwan Marine Lot No. 1 and known as Blackhead's Soap Works.

In One Lot.

The property has an area of 95,803 square feet or thereabouts and consists of level ground with a sea wall in good condition on the water front. On the property stands a Soap Factory and buildings in connection therewith comprising two Godowns, one with cooile quarters over a Manager's House, a Boiler and Machine House, three Iron Sheds, two Wooden Sheds and a Tank.

The property is held for the residue of a term of 999 years from August 1890. The Crown rent is \$440 per annum.

The PLANT and MACHINERY in the factory will be sold at the same time.

Particulars and Conditions of Sale may be had from:—

Messrs. DEACON, LOOKER, DEACON & HARSTON,

1, Des Vœux Road Central, Solicitors for the Liquidator, or from

Mr. GEO. P. LAMMERT, The Auctioneer.

Hongkong, 8th June, 1917.

NOTICE.

EUROPEAN AGENCY.

WHOLESALE Indentments promptly executed at lowest cash prices for all British and Continental goods, including: Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Piece Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metal, Jewellery, Plate and Watches, Photographic & Optical Goods, Provisions and Oilsmen's Stores, etc., etc.

Commission 2½% to 5%. Trade Discounts allowed. Special Quotations on Demand. Sample Cases from £10 upwards. Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS

(Established 1814)

25 ABchurch Lane, LONDON, E.C.

Cable Address: "Annalis" London.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidator of Messrs. Reuter Brockmann & Co., F.A.A.B. Brockmann, E. R. Fuhrmann, Heinrich Heyn and the Estate of E. C. L. Reuter deceased in pursuance of an order of the Hongkong Government to sell by Public Auction at 3 o'clock in the afternoon

ON FRIDAY

the 31st day of August, 1917,

at their Auction Rooms, at No. 8, Des Vœux Road, Central.

THE VALUABLE LEASE-HOLD PROPERTY

situate and being Inland Lots Nos. 611, 612, 66, and 653, Victoria, Hongkong.

In Two Lots.

Lot One consists of the pieces or parcels of ground registered in the Land Office as Inland Lots Nos. 611 and 662 together with Godown No. 125 Wanchai Road, situate thereon.

Lot Two consists of the pieces or parcels of ground registered in the Land Office as Inland Lots Nos. 612 and 663 together with Godown No. 127 Wanchai Road, situate thereon.

The area of the property comprised in Lot One is 5,500 square feet. The Crown rent is \$70 per annum.

The property comprised in Lot 2 has a similar area and is subject to Crown rent of similar amount.

Each godown is built of brick and stone and is three storeys in height with a large tiled roof containing an attic storey. Each Inland Lot is held for an unexpired residue amounting to 940 years or thereabouts of the term created by the Crown Lease thereof.

Particulars and Conditions of Sale may be had from:—

Messrs. DEACON, LOOKER, DEACON & HARSTON,

1 Des Vœux Road Central, Solicitors for the Liquidator, or from

Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong, 30th May, 1917.

NOTICES.

NOTICE.

THE Office of Chinese Maritime Customs for Kowloon and District will be CLOSED to public business on the 23rd inst. (5th day, 5th moon) being the date of the Summer Holiday.

C. THORNE,

Deputy Commissioner in charge, temporarily, Kowloon and District.

York Buildings, Hongkong, 20th June, 1917.

ASAHI BEER.



SOLE AGENTS Mitsu Bussan Kaisha

Telephone 22 & 125.

POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the undesignated articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coin and articles consisting partly of or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs in regard to parcels addressed to France, Corsica and Algeria must, fill in the column of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.

Tai Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.

Cheung Chow.—Week days, 2 p.m.

Shaukiwan, Shatin and Sheungshui.—Week days, 4 p.m.

Abeldeen, Auton, Ping Shan, Sai King, Shatin and Stanley.—Week days, 4.30 p.m.

Canton, Samshui and Wuchow.—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.

Macao.—Week days, 7.15 a.m., 1.30 p.m.; Sundays, 9 a.m.

Kowloon.—Week days, 5 p.m. Except Saturdays; Sundays, 5 p.m.

Namtau and Samshui.—Week days, 5 p.m.; Sundays, 5 p.m.

Shamshui.—Week days, 10 a.m., 4 p.m.; Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m., 1.30 p.m.; Sundays, 8.30 a.m.; Holidays, 7.30 a.m., 1.30 p.m.

Canton.—Week days, 7.30 a.m., 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 7.30 a.m., 9.30 p.m.

Tai Ping Tung.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shek Ki.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kowloon.—Week days, 5 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kowloon.—Week days, 5 p.m.; Sundays, 5 p.m.; Holidays, 6 p.m.

Kau Kong.—Week days, 5 p.m. Except Saturdays; Sundays, 6 p.m.; Holidays, 6 p.m.

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co.

Hayata c/o Mitsui, from Taipei.

Hoksenhun, from Taipei.

Hutchins Capt. Hongkong Hotel, from Shanghai.

Jarpoint, from Sydney.

Kwang Heng Seng, from Bangkok.

Neiron, from Vancouver.

Sui Hong Tai, from Macao.

Teng Young Kee 5 Wanchai, from Singapore.

Taygania University, from Singapore.

Teulings Miss, Steamer "Willa" from Kras.

Thomson, Sanitary, from Edinburgh.

Tinkimlo c/o Hongtai, from Tainan.

J. M. BECK, Superintendent,

Hongkong, June 14, 1917.

WEATHER REPORT.

On the 22nd at 12.33—No returns from Japan or Indo-China. Pressure has increased slightly at Shanghai and decreased slightly over Formosa and the Philippines.

The continental depression appears to be still central to the north-west of Hainan.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.25 inch. Total since January 1st, 24.82 inches, against an average of 31.54 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District. Forecast. S.W. winds, fresh to moderate, squally; cloudy; showery.

1 Hongkong to Gap Boek. The same as No. 1.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. June 22, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Victoria 6a 29.84 58 se 4 f

Namro 5a

Hakodate

Tokio

Kochi

Nagasaki

Osaka

Kobe

Yokohama

Shanghai

Amoy

Swatow

Taihou

Tainan

Kashan

Peking

Canton

H'kong

Gap Boek

Macao

Wuchow

Fakhoi

Hoihow

Phu Lien

Tourane

Apurri

Dagupan

Manila

Legaspi

Iloilo

Surigao

Cebu

Laoan

T. F. CLAXTON, Director.

Hongkong Observatory, June 22, 1917.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, r squally, s rain, t snow, t thunder, v variable, w dew wet.

METEOROLOGICAL.

Previous Day On date On date

at 5 p.m. at 5 a.m. at 5 p.m.

Barometer 29.66 29.65 29.65

Temperature 84 81 87

Humidity 79 88 75

Wind Direction S.W. S.W. S.W.

Force 4 3 3

Weather oq oq oq

Rain 0.02 0.00 0.02

Highest temp at Temperature 84 81 87

Lowest temp at Temperature 75 75 75

H.K. Observatory, June 22, 1917.

T. F. CLAXTON, Director.

TIDE TABLE.

From 18th June to 24th June.

High Water Mean Time.

Low Water Mean Time.

Mon. 18 7 51 7.1

Tues. 19 8 51 8.1

Wed. 20 9 51 9.1

Thurs. 21 10 51 10.1

Fri. 22 11 51 11.1

Sat. 23 12 51 12.1

Sun. 24 1 51 1.1

m morning. a afternoon.

For the best Meals, Refreshments, Bread,